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No. 12 MAY 1955

The Official Newspaper of the Portsmouth Command

Price Threepence

THE FIRST SEA LORD



Admiral The Earl Mountbatten of Burma

K.G., P.C., G.C.S.I., G.C.I.E., G.C.V.O., K.C.B., D.S.O., LL.D., D.C.L., D.Sc.

Earl Mountbatten is the younger son of the late Admiral of the Fleet the Marquis of Milford Haven, who, as Prince Louis of Battenburg, was First Sea Lord at the outbreak of War in 1914. He entered the Navy as a cadet just before his thirteenth birthday, and in the First World War served in Lord Beatty's flagship and in submarines.

In the Second World War he was in command of the destroyer Kelly when she was damaged by a German mine. In May, 1940, Earl Mountbatten brought the Kelly back to port with her bows almost blown off by a torpedo. For three days he ran the gauntlet of bomb and machine-gun attacks by relays of enemy aircraft, sailing the ship with a skeleton crew after transferring the rest of his men to another ship. Seven months later the Kelly was at sea again. Again she was hit and crippled, and once more he got her back to port.

While the Kelly was being repaired he transferred to the destroyer Javelin, and the same thing happened, a torpedo, a crippled ship, and a fight to get her home. Then back to the Kelly and the evacuation of Crete, where a bomb at last hit the ship fair and square and sank her.

Next he was given command of the aircraft carrier Illustrious, but had scarcely taken over when he was recalled to direct Combined Operations. He planned Dieppe and the other Commando raids from which the modern Combined Operations technique had been evolved.

He was awarded the D.S.O. for services in battle in 1941, and twice he was mentioned in despatches.

In August, 1945, he was appointed as Allied Supreme Commander, South-East Asia, in acting rank of full admiral.

His success against the Japanese in Burma, where they were soundly beaten after reaching the Western gateways to India, was a fitting climax to a brilliant war record.

Earl Mountbatten served as a Flag Officer Commanding the 1st Cruiser Squadron in the Mediterranean, before he was appointed Fourth Sea Lord at the Admiralty. He was promoted to vice-admiral in June, 1949, and became Commander-in-Chief, Mediterranean, in May, 1952, in the acting rank of admiral.

He assumed the office of First Sea Lord and Chief of Naval Staff last month.

WOMEN'S ROYAL NAVAL SERVICE

★

See
Centre Pages
for
Special Article
and
Pictures

DRAFTING FORECAST

FOR GENERAL SERVICE (Ships Commissioning at Portsmouth)

May 11: H.M.S. Morecambe Bay—Home Fleet/America and West Indies Station.
June: 810 Sqn.
825 Sqn. for H.M.S. Albion—Home and Mediterranean Station.
892 Sqn.
June: H.M.S. Bigbury Bay—Home Fleet/America and West Indies Station.
June: H.M.S. Loch Fada—Home Fleet/East Indies/Persian Gulf.
September: H.M.S. Saintes—Mediterranean/Home Fleet.
October: H.M.S. Kenya—Home Fleet/America and West Indies Station.

FOR FOREIGN SERVICE

July: H.M.S. Comus—Commissioning at Singapore for Far East Station.

FOR LOCAL FOREIGN SERVICE

During the summer H.M.S. Woodbridge Haven and Minesweepers—Commissioning in U.K. for service at Malta.

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PORTSMOUTH Navy News

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Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

WITH THIS issue NAVY NEWS completes its first year of publication.

When, a year ago, a few enthusiasts envisaged a newspaper designed to be both informative and entertaining, the project was greeted with some foreboding. It was felt by many that it would inevitably go the way of so many Service periodicals.

The result has not only confounded the critics, it has surpassed the expectations of the most optimistic. Our circulation is steadily increasing, and a significant pointer to the success of the paper is the number of annual subscribers, which now exceeds 1,200.

Although the articles are different in each issue, it is our policy to continue the main features. The Drafting Forecast has proved to be invaluable. A.F.O.s. and Navy in Parliament informed us of changing Service conditions. The John English column has been very successful, and has helped to solve many problems. The Book Reviews have given a masterly survey of contemporary fiction, which ships' librarians have found to be useful. The Motoring Notes have given many hints to those who own a car or motor-cycle. Command News, a notable feature of the paper, has preserved the personal touch. As our circulation increases amongst the wives and families, the Women's Page is having a wide appeal.

We are grateful to all contributors, and to all Ships and Establishments which have given their support.

We would remember, too, our advertisers, without whose help this newspaper would not have been possible.

NAVY NEWS

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A.F.O.s. of Interest

A.F.O.s. MARKED with an asterisk have been published for display on ship's company notice boards.

Attachment to "Outward Bound Trust" Schools

*A.F.O.729/55 announced the scheme whereby selected officers and senior ratings would be attached to "Outward Bound Trust" schools. The Trust operates sea schools in Scotland and North Wales, and mountain schools in the Lake District, these being designed to develop character through stimulating the qualities of courage, endurance, adventure and self-discipline. The Admiralty reserves the right to detail officers and men for duties with the Trust schools but they feel there should be sufficient volunteers of the right type. Attachment will be on a duty basis, with the Trust providing food and accommodation.

Each selected instructor will be required to take charge of a watch of about ten boys during the twenty-six days of the course, and will be attached to the Trust for about a month. These attachments will normally be fitted in between other appointments as convenient to the needs of the Service, with a minimum interval of 4½ months between attachments. The attachment is limited to regular personnel and is open to officers of all branches, petty officers and sergeants, R.M., and above.

Volunteers should be fit and willing to accept some personal inconvenience and minor hardship. Ability to instruct in seamanship and boatwork is essential for the sea schools and climbing experience to a "very difficult" standard for the mountain schools. In addition, athletic prowess and experience of camping are an advantage. Applications from officers and ratings serving in ships or shore establishments at home will be considered, provided they can be spared without relief.

Money-Export Limit of Sterling and Foreign Currency Notes

A.F.O.735/55. With effect from March 17, 1955, the amounts of sterling and foreign currency notes which Service personnel may take out of the United Kingdom have been increased from £5 and £10 to £10 and £25, respectively.

Officers—Non-Executive Branches—Uniform and Titles

A.F.O.736/55 gave details of the changes in the uniform and nomenclature of Officers of the Non-Executive Branches of the Royal Navy. With the exception of Medical, Dental and Wardmaster the wearing of coloured distinction cloth will be discontinued. The use of the suffixes (E), (L) and (S) will also cease, except for Branch List Officers of all ranks including Lieutenants and above. Officers of the Instructor Branch will retain the prefix "Instructor" before their rank.

Payment of Lodging Allowance in London and Bath Areas

A.F.O.816/55. Experience has shown that existing rules governing the concurrent payment of Lodging and Marriage Allowance tend to bear hardly on married officers and men appointed for duty in the London and Bath areas. Their Lordships have therefore decided that any married officer or man appointed for a normal period of duty in those areas who applies for lodging allowance will be regarded as having satisfied the requirements of genuinely seeking accommodation if:—

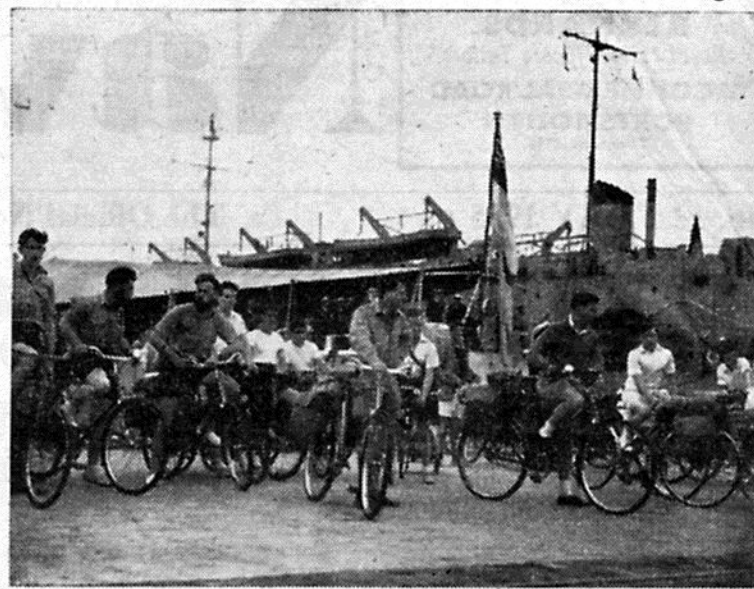
- he states at the time that he would be willing to move his family to his place of duty provided suitable accommodation can be found, and
- he has put his name on the waiting list for a hiring at either London or Bath as appropriate.

Cessation of R.R. and R.M.G. Notations

A.F.O.985/55. Their Lordships have approved to discontinue the R.R. and R.M.G. notations. Now that re-engagement is permitted after eight years' service the R.R. notation provides only one opportunity for assessment of suitability for further service and therefore no longer provides any specially valuable information when Commanding Officers are considering applications to re-engage to complete time for pension.

Discontinuance of the R.M.G. notations is not in any way intended to reduce the high quality of service which is recognised by the award of the Long Service and Good Conduct Medal.

The Navy Awheel in Italy



FOUR OFFICERS and twenty-four Ratings from H.M.S. Jamaica, the flagship of Vice-Admiral J. P. L. Reid, C.B., C.V.O., the Flag Officer, Second-in-Command, Mediterranean, left their ship when the cruiser visited Naples on Saturday, March 26.

They cycled to San Remo, in Northern Italy, the next port of call, and by the time the ship arrived at

San Remo on March 30, the men had covered a distance of 600 miles, visiting Rome, Florence, Pisa, and Genoa.

They used their own bicycles or bicycles loaned to them from Naval Stores at Malta, and they slept in tents.

This type of activity is encouraged for recreational reasons during Fleet cruises, and is extremely popular.

MOTERING NOTES...

AT THE risk of cluttering up my own "express routes" from A to B at weekends and public holidays, the traffic conditions on the main roads on Easter Monday prompt me to comment on the sheep-like tendencies of most motorists in sticking to main roads when they are obviously congested.

Why not use the byways?

Like many others, your correspondent spent Easter Monday enjoying an excellent programme of motor racing at Goodwood. Unlike many, however, apart from a severe traffic jam between Bedhampton and Havant, from there onwards he had a fast traffic-free run almost to the course. It is surprising how motorists do stick to main roads bumper to bumper, patiently crawling along in second and third gear for miles on end when a little forethought and judicious map reading will give them a much more enjoyable run through lanes which are often as good as the main roads. In my own case by turning left at the roundabout near Havant Station, and then right at the first cross-roads via Funtington to Chichester, I arrived at the course in fifty-five minutes from Southsea, as against the one and a half hours taken by those who kept to the main road.

May I suggest that a few shillings invested in good maps, and a little careful map reading and planning beforehand, is well worth while. It can save you many headaches when the main roads are jammed with holiday traffic.

On driving generally

Although the motoring organisations reported that the standard of driving over Easter weekend was good, the inevitable crop of accidents still shows the suicidal tendencies of some people. Recently I had the frightening experience of seeing the car next ahead of me commence to pass a lorry on a particularly blind and continuous curve on the Portsmouth side of Butser Hill. He was hardly faster than the lorry and the incident took ages, but by the grace of St. Christopher, for once that corner was clear and he got through. I suppose the frightening side of it to me is that I go around that bend in the opposite direction every day and I might well have met

him head-on. I had hardly got over this and overtaken him when on the next blind corner on the Petersfield side of Butser Hill I found another maniac passing a lorry on the corner and coming head-on at me. Fortunately instinct and the earlier incident enabled me to take avoiding action and no harm was done. The sheer stupidity of passing on a corner is beyond comprehension—why do it?

On thumbing a lift

My readers may accuse me this month of being gloomy. Whilst on the subject of the London Road and Butser Hill, however, it is worth reminding you that more than one sailor has met his Waterloo on that road. Only a few weeks ago I pulled three sailors from an overturned car on the hill itself, all of them having cadged a lift from Portsmouth. As a regular user of this road, it is quite amazing to see the number of Service men, mostly R.N., who do risk themselves with unknown drivers and thumb a lift up the line on Friday and Saturday. If you can't afford the fare and must get up the line all well and good, but do remember that the driver who picks you up may not be insured, whilst his driving ability is an unknown quantity.

Repair bills

In common with other industries the motor trade has recently had to increase mechanics' wages for the second time in twelve months. This must, of course, be passed on to the customers, so please do not be surprised if the cost of your next decoke has gone up by a few shillings. The increases are quite genuine and unavoidable.

Dates for your diary

May 1	B.A.R.C. (S.W.) Treasure hunt.
7	International meeting, Silverstone.
7	Veteran C.C. Rally, Brighton.
14	Ulster Trophy Race.
15	Gosport A.C. Picnic Rally.
21	B.A.R.C. (S.W.) Rally.
22	Grand Prix de Monaco.
30	International meeting, Goodwood.
30	Indianapolis 500 Miles Race.
30	Race meeting, Crystal Palace.

A. E. Marsh.

NAVAL HOME INDUSTRY

THE GROUND floor of a tall house in Clarence Parade, Southsea, overlooking pleasant gardens, houses the Naval Home Industry which was started in 1918 as a pioneer effort to meet the needs arising out of the first world war.

Here, nearly forty years later, there still attend almost daily the widows, orphans and dependants of men of the Royal Navy and Royal Marines to be trained and employed in producing knitted goods which have become very popular with a faithful band of customers in various parts of the country.

Most of the workers who are trained for, and carry out, this work are unable to earn their livings in any other way. The money they receive from the Naval Home Industry is a welcome addition to their pensions.

Knitting and Crochet

As well as those workers who come to the premises at Clarence Parade, there are others who are either too ill or incapable of leaving their own homes. Work is sent to them and they are as able to make a living in this way as are those who are more active.

New entrants are trained in first-class knitting and crochet. When proficient they are kept in employment for as long as they wish or until they have become totally incapacitated due to age or infirmity. Should they leave, their training remains a valuable asset.

Payments for work done are made

weekly and are for each garment produced. Rates of pay are kept as high as possible and compare favourably with those paid elsewhere for this particular type of work.

Goods Produced

The goods produced are chiefly ladies' coats and skirts, jumpers and cardigans. The coats and skirts are unique in that they are made entirely by hand in a close crochet stitch. They are tailored and made to measure and are guaranteed not to lose their shape.

The workers sit around a large table in a cheerful, sunny room. They are able to chat together as they work, and for anyone who is not in good health and perhaps forced to live alone, this happy comradeship in itself is a great boon.

Apart from the work that is done either at Clarence Parade or in the workers' homes, help and advice generally on personal matters are given when necessary and no problem is left unsolved by those who are qualified to assist in this way.

The Lady Superintendent — Miss H. M. Southern—is in charge of the work of the Naval Home Industry. Apart from training newcomers, Miss Southern herself is responsible for designing the clothes that are made by the workers, having herself had a professional training as a dressmaker. She came to the Naval Home Industry in 1932 as Assistant Superintendent to the

late Mrs. Thompson, the Home's first Superintendent.

When war broke out in 1939 all the younger workers who were capable of more active employment were directed to war work. Several of the older ladies went to the country. The work at 41 Clarence Parade was carried out by the few workers who still remained in Portsmouth, and those who had gone to the country received work by post. This was a very difficult time, for clothes rationing seemed likely to be a formidable obstacle at the beginning of the war. However, the popularity of the goods made by the Naval Home Industry was so great that sales remained at a surprisingly high level. The greatest difficulty was the shortage of wool, but in spite of this no worker was ever "stood-off" for lack of materials.

Customers Turned Away

Although the number of workers employed remains fairly constant, the amount of work produced is insufficient to meet the demand. Many customers have to be turned away, particularly those requiring the very popular crochet suits.

It is hoped that readers of NAVY NEWS will bring this article to the notice of any friends or acquaintances who may be in need of a little extra and would perhaps like to visit the Naval Home Industry with a view to employment there.

Renewal of Annual Subscriptions

It will be of great assistance to the staff if annual subscriptions could be renewed as they become due.

With this, our twelfth issue, some subscriptions will now lapse.

An order form is printed on page 3 and your co-operation in completing it and marking it "Renewal" would be greatly appreciated. Thank you.

M.F.V. Rescue Trawler Crew

THE CIVILIAN-MANNED Naval Fishing Vessel No. 65 from Lyness Naval Base, recently rescued the crew of 12 from the Trawler Dooniebraes. The skipper of the M.F.V. was Acting Mate J. Groundwater, and Commander E. F. Hamilton-Meikle, M.B.E., R.N. (R.N.O. Orkney) was embarked.

The M.F.V. was carrying out a torpedo recovery operation when distress flares were sighted in the darkness off the west coast of Foy island, where 400-foot cliffs rise sheer from the sea and near the curious rock formation known as "The Old Man of

Foy." On closing the flares, the M.F.V. discovered what proved to be the Dooniebraes hard aground.

Since it was unsafe for the M.F.V. to come alongside the trawler, the master of the trawler, Mr. Robert Bruce, ordered his boat to be launched. The entire crew of twelve were taken on board the M.F.V. and landed at Lyness.

"There was a thick coastal fog at the time," said Captain Hamilton-Meikle, "although it was clear further out at sea, a deceptive condition for navigation. All twelve members of the trawler's crew appeared to be well."

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Married Quarters

AT THE time of writing (April 20), the new system of a central organisation and roster for married quarters at Portsmouth has been in force for three weeks. The roster has already been reduced by over forty names and will be further reduced before this article appears in print.

A disappointing feature of the response to the new scheme has been the small number of applicants for priority in the allocation of married quarters. At the moment, the priority rosters are all but exhausted, nearly all those eligible who applied having been given a quarter or authorised to find one. This leads one to the conclusion that there must be a lot of people who do not know of, or do not understand, the instructions on the subject. Put into a nutshell, anyone who can answer "Yes" to all the following four questions is entitled to priority, and, as things are at present, will get a married quarter very quickly if he applies.

- Did you return from foreign service on or after October 1, 1954?
- Were you abroad fifteen months or more?
- Were you married before you went abroad?
- Did your wife remain in the United Kingdom whilst you were abroad?

There must be a lot of married men who have returned during the last seven months from fifteen months or more foreign service separated from their families. It is difficult to believe that all those wanting a furnished

house or flat at Portsmouth at a rent of not more than 17/- a week have already applied.

How the Roster Works

It is difficult to say much about the rosters, for the rate at which the general roster will be reduced depends on the number of newcomers on the priority roster and on the number of vacancies. These are variables which cannot be forecast. No guess at all can be hazarded about the Officers' rosters where the number of quarters is small. In the case of ratings, however, it can be said that the combined priority and general rosters are being reduced at the rate of ten every week. Of these, three are given to Chief Petty Officers, three to Petty Officers and four to Lower Rates. At least one name must be taken from the general roster on each occasion and, if there is a shortage on the priority roster, the balance is taken from the general roster. It is expected that this rate of allocation can be kept up for at any rate the next two months and will be increased if experience shows that this is possible. It is hoped to issue a periodical statement regarding the state of the rosters in the Notice Board issue of Portsmouth Temporary Memoranda.

Recently the weather has been good from the building point of view and good progress has been made in spite of Easter holidays and some shortage of labour on one of the sites. By the next issue there should be definite news of the completion of the first six houses at Paulsgrove. Had it not been for the bad weather earlier in the year they would have been occupied by now.

Sportsman of the month

Petty Officer H. C. Sharp,
H.M.S. Dryad
Winner Command Cross Country 1955

A PERSONALITY, familiar to all in athletic circles, is Henry Sharp, Navy Athletic and Cross Country runner. He has been "Keeper" of "Dryad's" cross country course during the past two years and those runners who have used the course will appreciate not only his efforts as manager of the course and supervisor of domestic arrangements, but his own personal athletic achievements, which he has combined with his varied duties as "Dryad's" Physical Trainer.

Petty Officer Sharp joined the Royal Navy in April, 1953, from the Royal Hospital School, Holbrook, and in those early years of his sporting career his main interest was swimming. Although athletics is his primary activity now, he still maintains his interest in swimming and water polo and devotes much of his time to coaching in these subjects.

Record Holder

He first represented the Navy in athletics in 1949 and has since been in eleven representative R.N. Teams and has competed in the Inter-Services six times. He has also represented the Navy six times at Cross Country.

In 1951, 1953 and 1954, Henry Sharp won the Navy mile championships and holds the record to date of 4 minutes 18.8 seconds. He is also the first R.N. athlete ever to win the Inter-Services mile championship, which is indeed an honour.

He has represented the Command



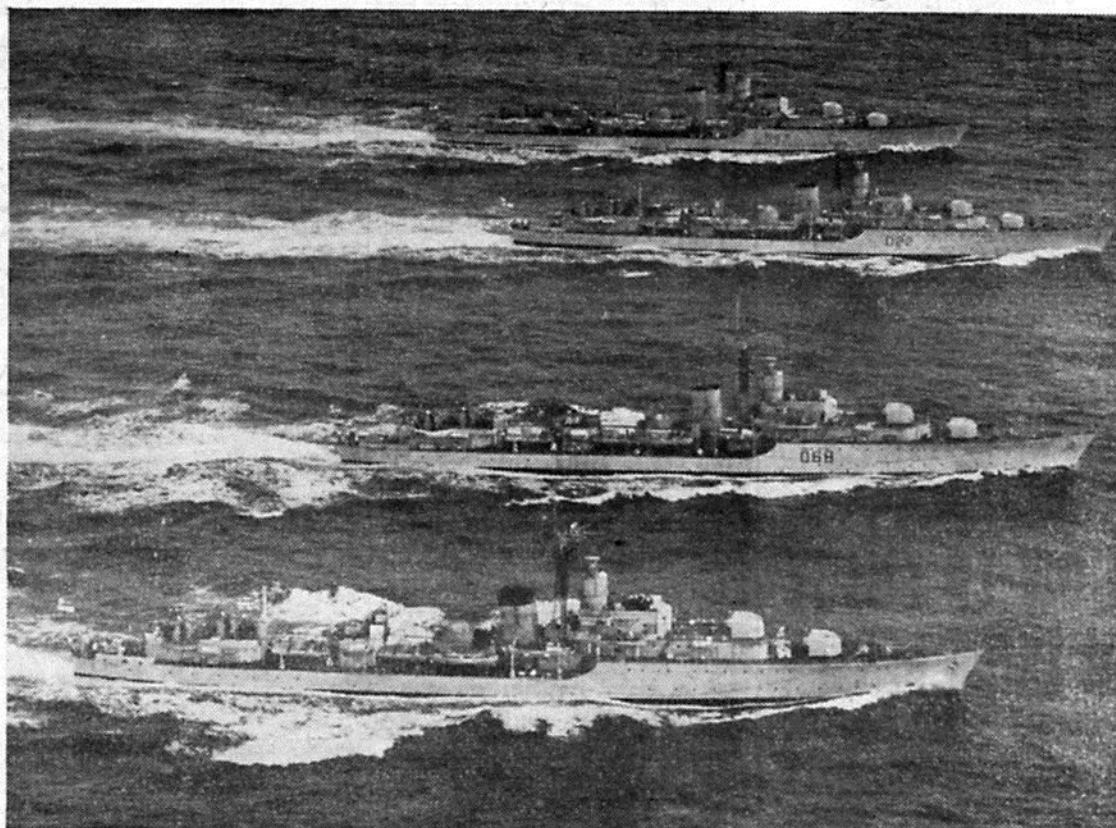
since 1948 in Athletics and Cross Country, five and seven times respectively, and in all, winning ten titles.

Henry Sharp is an all-round sportsman, but in the interest of Athletics and Cross Country he is now concentrating on these two sports, both from the coaching aspect and for his own personal improvement.

His athletic career has been very successful and is the result of conscientious and methodical training. Henry Sharp has only achieved his athletic prowess by hard and systematic training and he is now working to a schedule to endeavour to put up a record for the Navy mile this year.

All athletes, especially the members of the R.N.A.C. (South), congratulate Henry on his fine achievements and wish him every success for the season and the future.

4th Destroyer Flotilla Exercising in Med.



BOOK REVIEWS

THE LINER, Edouard Peisson. (William Kimber; 12/6.)

The ship rolls. She rolls 33 degrees. Yet there is only a moderate sea. Doubts begin to swirl in the minds of her company. But the personality of the captain stills any expression that might have been given to those doubts. The captain is ill. He is brought ashore and another captain takes command. Doubts revive. Things go badly. The Chief Engineer is unwilling to sail. The Liner sets course across the wintry North Atlantic. Comes a call for aid. The call answered, the Liner herself is in difficulties, in danger she sinks.

The sinking of a great ship is not an end, but a beginning. There are left the survivors, each with his own view of what happened. There is the figure of the captain, lonely in disaster as in command. There is the captain of the rescuing ship, attempting to assess the truth. In this maelstrom of feeling, of memory, of assumptions half-made and opinions part-formed lies the burden of this complex and remarkable book. If the name of its French author is not yet known in Britain, it will be known once the impact of his work has been felt. Here is a very considerable achievement. Surmise replaces fact in the telling of the tale. Time is brushed aside as we move from the present details of navigation to the recollected experiences of the living and of the dead, leaping easily from mind to mind. This author writes of the intangible with clarity, and carries lucidity to his searching of the farthest penetrability of human awareness.

CAPTAIN THOMAS JOHNSTONE, James Cleugh. (Andrew Melrose; 21/-)

The years of the French wars seem to have been more productive of un-

usual characters than almost any other period, and Thomas Johnstone was a very unusual character indeed. The quality of his unusualness will be apparent when it is noted that this book forms one of a series entitled "The Rogues' Gallery." Johnstone, however, was no mere criminal. To tremendous physical strength he added courage, endurance, intelligence and charm. Born of poor parents in a fishing village in Hampshire, he alternated between prison and the friendship of the Prince of Wales, between smuggling and acting as assistant to that fascinating American genius, Robert Fulton, whose advanced mechanical and engineering theories and inventions form so strange an aside in the history of Napoleon.

Mr. James Cleugh has a great talent for writing in a style appropriate to his characters—his sympathetic translation of the Italian Count Borghese's "Sea Devils" was memorable. Here again he has succeeded in suggesting the breeziness of a man who, no matter how varied his operations, was first of all a seaman. Thomas Johnstone is worth meeting.

R.I.C.

'Navy News' QUIZ

- Write 3879 in Roman Numerals. What is MDCCXCIV in Arabic figures?
- What mathematical relation is there between the number 4 and (a) 16, (b) 64, (c) 24, (d) 1, (e) 0.6021?
- Name some of the men of whom it is fabled they never die.
- What games are played on a rink, an alley, a court, a diamond, and a gridiron?
- Name the colours of the rainbow in order.
- Who sailed in the following ships? Argo, Golden Hind, Beagle, Hampshire, Bounty, Endeavour, Mayflower, Fram, Revenge, Ark.

Answers on page 5

ACCOMMODATION
See page 11

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ODE

A Leading Hand whose time expired
In some civilian job was hired,
But as a cog in the machine
He grew to hate his new routine.
His missus wondered what was wrong
And tried to jolly him along,
But at long last she was advised
To have him psycho-analysed.

The psychiatrist choked back a sob—
He, too, was chocker with his job:
Thus patient and psychiatrist
Decided that to re-enlist
Would give them both the chance
To find
Companionship and peace of mind.

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W.R.N.S. NOTES . . .

Navy Days

THE W.R.N.S. Officers and Ratings serving in Portsmouth Command volunteered to sell programmes and also to man the W.R.N.S. handicrafts and recruiting stands during Navy Days over Easter Bank Holiday.

Their willingness to help and their hard work was very much appreciated.

Foudroyant Fair

The W.R.N.S. Unit in H.M.S. Collingwood has been asked to help make felt toys for sale at this fair to be

held in June. The materials have been purchased through the Education Department and it is hoped to make about 50 toys.

The Senior W.R.N.S. Officer, Portsmouth Command, is making an appeal for gifts of sweets for sale at a stall at the Foudroyant Fair. These gifts should be sent to: Senior W.R.N.S. Officer, Wardroom, Duchess of Kent Barracks, Southsea.

Collections

A number of Wrens made a collection in aid of S.S.A.F.A. during the interval of Collingwood Ship's Company Show on April 12, 13 and 14.

W.R.N.S. Ratings—Overseas

Four W.R.N.S. telegraphists in H.M.S. Victory were very lucky in being selected for duties with a big N.A.T.O. exercise in Malta. They were flown out to Malta at the beginning of March and returned to this country a month later looking very tanned from their sun-bathing in off-duty hours, and having enjoyed every minute of their stay.

During April one Ldg. Wren Sick Berth Attendant went on embarkation leave prior to a draft to Malta and, a Wren Writer (General) is leaving shortly for Germany where she will work at Naval Headquarters at Bay Oeynhausen.

W.R.N.S. Officers

Second Officer S. V. A. McBride joined H.M.S. Collingwood on April 3 for Personnel Selection duties.

H.M.S. Victory were sorry to say good-bye to Third Officer J. A. Gill, who as Junior Divisional Officer in R.N. Barracks did much to rouse enthusiasm for all kinds of sport in the Unit. In her place they welcome Third Officer P. A. Ward from H.M.S. Mercury.

Third Officer M. C. E. Scriven joined for duties in H.M.S. Dolphin on March 8 and Third Officer A. Marsh joined Victoria Barracks on April 18 for Personnel Selection duties.

SPORT

Collingwood

Three Wrens, Caldwell, Stables and Mitchell played with the W.R.N.S. from Daedalus in a local hockey tournament at Alexandra Park on April 2 and 3.

A large number of tennis fixtures have been arranged for next term and it is hoped to raise a cricket team out of the new members of the Unit.

Mercury

A friendly netball match was played against H.M.S. Ariel at Worthydown on Wednesday, March 23.

Result.—H.M.S. Ariel, 15 goals and H.M.S. Mercury, 9 goals.

Tennis Court, Duchess of Kent Barracks

The tennis court in the Duchess of Kent Barracks, which was provided by Lord Nuffield is being well used by players who are practising in readiness for tournaments to be held in the coming months.

WOMEN'S SECTION

Letter to the Editor

summer on the green on the sea front of Southsea? Perhaps the St. John or Red Cross organisations would give the usual eye-over. I am a semi-cripple and can't walk far, but can get in buses, etc., and would thoroughly enjoy such a holiday, as I have not had one since 1938 at Margate. I've had lovely times around South Parade Pier, and Gosport, and I've been on Repulse, Enterprise, Torrid, Hood and a few others.

Wishing you great luck,

Yours very truly,

L. C. (Mrs.).

(Thank you very much for your interesting letter.)

We are sending you particulars of the prepared vegetables; your grocer should have no difficulty in obtaining them.)

I have contacted the Naafi (Navy, Army and Air Force Institute), but they regretfully state that they can serve the families of serving personnel only.

I am sending you particulars of the special scheme for old age pensioners' holidays in Southsea, and sincerely hope that you may be able to take advantage of this.

Note.—To all old age pensioners who may be readers of NAVY NEWS. This holiday scheme is excellent. For an inclusive charge of £3 10s., an old age pensioner may stay at a private hotel or boarding house for one week. Concession tickets will provide free admission to the South Parade Pier, and free deck chairs. Arrangements will include daily "get-togethers" with music by Gordon Banner, social evenings, etc. Particulars may be obtained from Mr. C. T. Cripps, M.B.E., The Rozel Hotel, St. Ronan's Road, Southsea.

Friendly Wives

NORTH END

ON APRIL 5 our meeting took the form of a Social afternoon and free tea. We were delighted to have as our guests several members of the Southsea Branch.

Music was provided by Mrs. Williams on the piano and Mr. Lemon on the drums. Mrs. Williams also acted as M.C. and arranged the dances and competitions. Everyone seemed to enjoy themselves. In the Card Waltz Mrs. Prescott and Mrs. Wilkins came out the winners, and in the Spot Waltz Mrs. Crook, Mrs. Barton and Mrs. Funnell with Mrs. Hastie carried off the prizes. The lucky winners in the raffle were Mrs. Packham, Mrs. Dukeman, Mrs. Prescott, Mrs. Watts and Mrs. Parker.

On Easter Sunday the Branch was in charge of the nursery in the Dockyard, and those members who gave their services had a busy time. Some consternation was felt when we were left with four small children all of one family, still on our hands half an hour after closing time. It looked as if we were "carrying the baby" in a big way—but after an S.O.S. on the loud hailer, the parents eventually claimed them.

H.M.S. VERNON BRANCH

THE H.M.S. VERNON Branch R.N.F.U.S.W. held a General Meeting at 2.15 p.m. on Wednesday, March 30, in the Wardroom Annex, with Mrs. J. Grant presiding. The Deputy Vice-Chairman, Mrs. H. Wilkin, was also present.

Dr. Sylvia Lendrum, a psychiatrist

from St. James' Hospital, gave an absorbing and instructive talk on "The Teenager," saying how he or she could be helped through this difficult age long before their teens, even from infancy, by being made to feel safe and loved, whatever their faults.

An Easter egg, presented by Mrs. W. A. H. Mooney, was won by Mrs. W. H. Bird, Mrs. J. Blackwell and Mrs. H. J. Minchin kindly looked after the children.

A Sales Table was started by Mrs. W. H. Walmsley and was a very popular innovation.

An outing has been arranged for Wednesday, June 8, to the Max Factor Factory at West Howe, near Bourne-mouth, with coach tickets at 7/6, and another trip to the Innoxia Factory at Islington on Wednesday, June 22, with coach tickets at 8/-. The money for the fares should either be sent to the Hon. Treasurer, Mrs. F. Coxwell, at Kinfauns, Fort Road, Alverstoke, or the Hon. Secretary, Mrs. G. A. G. Williams, 46 Lowway Road, Southsea. The closing date for tickets for Vernon members is May 4, after which spare seats will be available to any members of other Branches. Application should be by letter, enclosing a stamped addressed envelope. The coaches will leave the gates of H.M.S. Vernon at 9.30 a.m. and get back as near to 6 p.m. as possible. Passengers on the routes can be picked up by arrangement.

Sewing meetings, to which all the Vernon Friendly Wives are welcome, are held on the first and third Wednesdays of the month in the Wardroom Annex Guest Room at 2.15 p.m. Those in May will be held on the 4th and 18th.

At the next General Meeting on Wednesday, May 25, there will be a Flower Arrangement Demonstration by Cynthia Zorab, trained by Constance Spry. **Wives whose husbands are still in the Navy, and who at some time served in H.M.S. Vernon, and are not retired,** are very welcome to come along and join the Branch, which now has 121 members. Further information may be obtained from the Hon. Secretary, Telephone Portsmouth 31926.

SOUTHSEA BRANCH

AS THE second Monday in April was Easter Monday, the Southsea Branch had their meeting last month on Monday, April 4, when they held a tea dance at Forrester's Hall. The Easter holiday spirit was encouraged by the spring weather, and over a hundred members came to make the party a great success. We also had pleasure in entertaining some of the members of the Gosport and Fareham Branch at this meeting.

On the following day, Tuesday the 5th, twenty of our members much enjoyed the social afternoon given by the North End Branch, to which they had been invited.

On Easter Monday, the Southsea Branch members took their turn as usual in helping at the crèche in the dockyard during the Navy Days.

Our meeting this month is on Monday, May 9, when there will be a musical afternoon, with entertainments by the members, and any wives wishing to join will be most welcome to come to this or any other of our meetings.

Royal Naval Association

HAVANT

MR. R. G. EVANS was elected Chairman of the Havant Branch on April 5. He was presented with the Chairman's Badge of Office at the same meeting.

Chief Petty Officer A. G. Humby, R.N. (Retired) died on April 2 after a long illness. He was one of the earlier members of Havant Branch and kept up a keen interest even when too ill to attend meetings.

Details of the Annual Jutland and Dunkirk Rally, which is to take place on May 29, have been promulgated in the Branch. The Royal Naval Association, Chatham, are making all arrangements and have invited the Chief and Petty Officers' Messes to attend the social meeting, which will follow in the evening.

Darts is a popular game in this branch. Matches against The Royal Naval Association (Portsmouth) have taken place, both home and away, since the last publication.

PORTSMOUTH

MAY I AGAIN draw the attention of members and friends to the service to be held at the Fawcett Road Methodist Church, on Sunday, May 1, at 2.30 p.m., when the speakers will be officers of the branch.

There have been many requests from other branches of the Association to call at our headquarters during the summer on their outings. Easter "Navy Days" brought its influx of ex-naval men, their relatives, and

WHAT'S ON . . .

April 30-May 21.—Portsmouth Camera Club, 54th Annual Photographic Exhibition at South Parade Pier, Southsea.

MAY

5.—H.M.S. Dryad Ship's Company Dance at the Empress Ballroom, North End.

H.M.S. Boxer Ship's Company Dance at the Savoy Ballroom, Southsea.

R. N. Writers Benevolent Association, Wiltshire Lamb, 7.30.

6.—H.M. Shipwright Apprentices Dance at the Savoy Ballroom, Southsea.

7.—Portsmouth Bach Society, Concert, at the Wesley Central Hall, Fratton Road, Portsmouth.

11-13.—Cricket, Hampshire v. Nottinghamshire.

13.—Royal Ocean Racing Club, Southsea to Harwich.

20.—Evening Coach trip to the Billy Graham Rally at the Empire Stadium, Wembley. Tickets free, fare 7/6. Book at the Victory Hut, R.N. Barracks.

21-22.—Cricket, Royal Navy v. In-cogniti.

23-26.—H.H. Princess Marie Louise will launch H.M.S. Leopard from Her Majesty's Dockyard, Portsmouth. The launch will take place at 12.30 at No. 5 Slipway.

25-26.—Portsmouth Schools Music Festival, R.N. Barracks.

28-Sept. 11.—Doreen and her Delightful Marionettes—four performances daily at South Parade Pier.

28-Sept. 18.—Jack Leon and his Broadcasting Orchestra every afternoon and evening in South Parade Pier bandstand.

29.—Open Dog Show.

friends, who ended their tour of "The Yard" with a visit to the place where they are always welcome, the R.N.A. Club at Pitt Street.

The branch meeting on April 20 will discuss the items which are on the agenda for discussion at the Annual Conference of the Association which is being held this year on Saturday, July 23 in the University at Durham, Portsmouth, being the largest branch, have the largest number of votes, and the views of its members are respected throughout the Association.

The branch reports with deep regret the passing of Shipmate Charles

Edward Mitchener, the former branch Standard Bearer, who served in the Royal Navy from 1912 to 1942 (Invalided) age 57 years.

The Ladies' Sale of Work, held on Saturday, April 2, proved to be an enjoyable afternoon, bringing profit to a good cause. I am sure that the ladies would wish to thank all those who gave articles for the sale, or made them. Much help was received from non-members. One of our Patrons, Vice-Admiral J. S. C. Salter, C.B., D.S.O., O.B.E., Admiral Superintendent H.M. Dockyard, won a cake which he later gave to the Ministry of Pensions Hospital.

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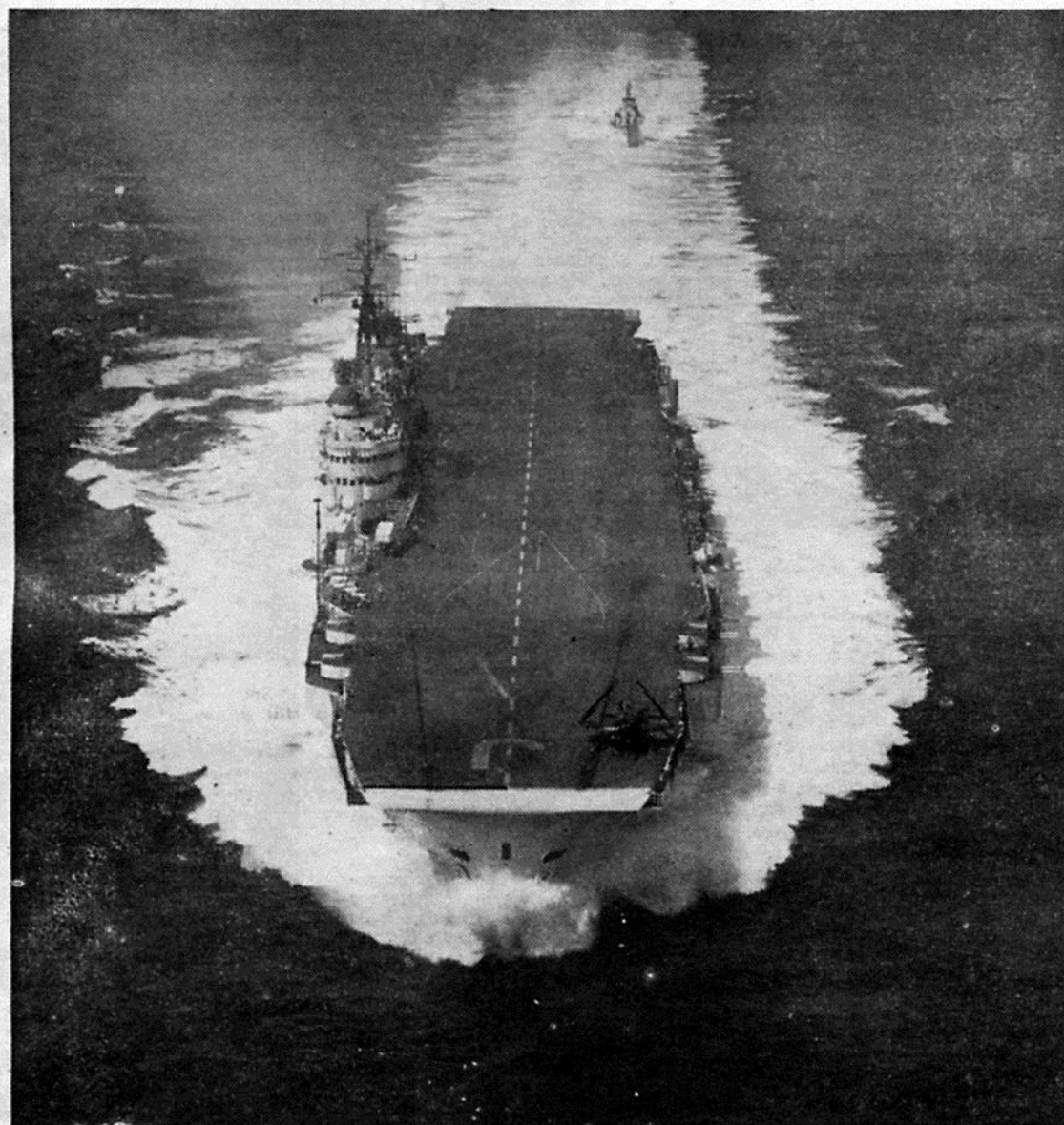
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SEARCH FOR COMET WRECK OFF STROMBOLI

Her Majesty's Ships Eagle and Daring steam at full speed to the position of the Comet which crashed into the sea off Stromboli

BRITISH GRAVITY SURVEY

OBSERVATIONS INTENDED to increase scientific knowledge of the earth's crust were made when Her Majesty's Submarine Acheron (Lieutenant-Commander Peter Hay, R.N.) sailed round the Cape of Good Hope to Trincomalee and back through the Mediterranean.

Such gravity surveys depend essentially upon the variations in the swinging period of a pendulum. Differences in the composition of the earth's crust produce differences in the effect of gravitational pull, and therefore can be detected by pendulum readings.

Gravity surveys of that portion of the earth's crust which is below the ocean can only be made from submarines which, when submerged, are not subject to wave motion and therefore provide a level platform on which variations in the motion of the pendulum can be observed.

The Acheron left Portsmouth on April 20, and returns to the United Kingdom in six months' time.

Embarked in the submarine is Lieutenant J. C. Harrison, R.N.V.R., a 25-year-old National Service Officer who is also a Doctor of Philo-

sophy and who, after taking his degree at Cambridge, went to the University of California. From the coast of California he has recently made some half-dozen cruises in U.S. submarines in the course of which gravity surveys have been made.

Three gravity surveys organised by the Department of Geodesy and Geophysics at Cambridge have previously been made in British submarines in Home and Mediterranean waters. They have been organised through the Defence Services Research Facilities Committee of the Royal Society.

The present gravity survey is in the South Atlantic and Indian Ocean, where extensive observations will be made. It is in response to a resolution passed by the General Assembly of the International Union of Geodesy and Geophysics requesting all maritime powers to carry out as far as possible soundings and gravity measurements in those of the oceans which have not yet been explored.

Prior to the approach by the learned bodies, the Acheron's cruise had already been planned for training purposes. The Admiralty will be paid for the additional expenses resulting from the scientific work.

GLIDING CLUB . . .

THE PORTSMOUTH Naval Gliding Club started its season on April 23 and will be continuing until October. Gliding instruction is given by fully qualified instructors in the dual controlled two-seater sailplane at H.M.S. Siskin on Saturdays and Sundays from 1400 and on Tuesdays and Wednesdays from 1700.

Instruction in glider construction, repair and maintenance is also available from the British Gliding Association Engineer for the Portsmouth Naval Gliding Club.

The club is fortunate in having very low subscription and flying rates compared with civilian clubs, mainly due to grants from the Command Sports Fund and the R.N. Gliding and Soaring Association.

SUBSCRIPTION RATES

1. For personnel of the R.N., R.M., W.R.N.S., and Nursing Services appointed for naval duty, and reserves, and of commonwealth navies:
All-in membership £4 0s. 0d.

(This covers annual subscription and all flying fees until A and B certificates have been obtained.)
Annual Subscription £1 10s. 0d.
Monthly " " 10s. 0d.

2. Association Membership is restricted to Admiralty Civil Officers (as shown in Navy List), personnel of the Army and R.A.F., and of reserves of these Forces.
Associate Membership £1 10s. 0d.

3. Flying Fees:

Two Seater:
Officers and Associate Members 2s. 0d. per flight
C.P.O.s. and P.O.s. 1s. 6d. "
Other Ranks " 1s. 0d. "

Single Seater:

All Ranks: 1s. 0d. for the first ten minutes.

Membership forms can be obtained at the R.N. Air Station, Gosport, whenever flying is in progress, or by written application from the Hon. Secretary: Miss J. Downes, R.N. Medical School, Alverstoke.

Have YOU a personal problem? . . .

ASK JOHN ENGLISH

Gratuities

I LEFT the Fleet in 1945, having purchased discharge after having served nine years. I paid £24 for discharge but one of the conditions was that I sign on the R.F.R. for five years. I completed this service, and re-signed, for a further five years, which terminates in 1957. Do I receive any gratuities, or receive my purchase money back, at the end of this ten-year R.F.R. service?

Answer: In reply to your letter of April 10, I have looked into your case and the facts are that you actually left the Fleet in March, 1947. The conditions of service in the R.F.R. were altered after the war by the increase of the retainer and abolition of the gratuity. There is therefore now no gratuity for R.F.R. service and I am afraid there is no question of your receiving your purchase money back at the end of your current R.F.R. engagement.

Railway Concession

A short while ago my wife and I were travelling from Waterloo to Edgware on the London Transport underground railway. The ordinary fare is 1s. 4d., and Forces concession fare 1s. The official at the ticket office however refused my wife the concession fare. Could you please tell me if this is correct?

There are two other points I would appreciate an answer to, and they are:

1. Is seasonal leave still a privilege in the R.N. or are we entitled to it?
2. Are we entitled to a free travel warrant for a week-end if we will not be requiring one for the seasonal leave? The ruling I have heard on that issue is, that warrants (free) are only issued in connection with seasonal leave.

I would appreciate an early reply, and have enclosed a stamped and addressed envelope.

Answer: In reply to your letter of April 1, the answers to your queries are as follows:

(a) Concession fares; it is laid down in A.F.O.2588/54 para 4 (j) and (k) that, under normal circumstances, concession fares are only applicable to journeys of not less than 30 miles (single) or 60 miles (double); further, in para. 10 it is stated that through tickets which involve crossing London do not include the cost of travel between London termini.

(b) Leave: Q.R. and A.I. Art. 0901 states: "Leave of absence to officers and ratings is to be granted or withheld as the circumstances of the Service may render expedient."

(c) Leave warrants: BR.1950 (Naval Pay Regulations) Art. 1502 states: "Free leave travel is not in any circumstances to be allowed for Short or Week-end Leave."

Pensions

Will you be kind enough to solve my queries for me?

I became a W.O. R.N. in April, 1931, the object mostly being to ensure that my wife received a pension (should I die) from the Admiralty. Then, in due course, along came the N.H.I., into which I have always contributed, and still do contribute.

In 1948 I retired from the R.N. having reached the age limit (50), and obtained a situation in the Post Office as a Civil Servant, and pay a weekly contribution towards a Widows' Fund there. My queries, having explained the above, are these:

(1) Would my wife be entitled to draw all three pensions,

- (1) the officer's pension,
- (2) the N.H.I. widow's pension,
- (3) the Civil Service pension?

(2) Does my retired pay (Lieutenant's) debar either myself or my wife from drawing the old age pension when we reach the qualifying age? (I hear that if one is in receipt of a certain income, that the old age pension is not allowed, despite constant contributions.)

P.S.—All my emoluments are Imperial and not Manx, and I come under Imperial Taxation and N.H.I.

Answer: In reply to your letter of March 20, so far as I can ascertain the answers are as follows:

(a) Your wife will be entitled to the Naval Officers' Widows Pension.

(b) She will also probably be entitled to the N.H.I. Widow's Pension.

(c) As this appears to be a separate purely contributory fund, she should also be entitled to the pension from the Civil Service Widows' Fund, to which you have been contributing.

(d) Your retired pay should not debar either yourself or your wife from drawing the old age pension, and so far as I can see your widow would be entitled to draw this in addition to the other benefits dealt with above.

I should, however, advise you that the Pension regulations are exceedingly complex and the Naval publications to which I have access do not attempt to cover the whole ground; whilst I am fairly confident that my answers at (a) and (d) (first part) are correct, I cannot vouch for the remainder, and would accordingly advise you to write to the Minister of Pensions and National Insurance for an authoritative ruling.

Answers to Quiz on page 3.

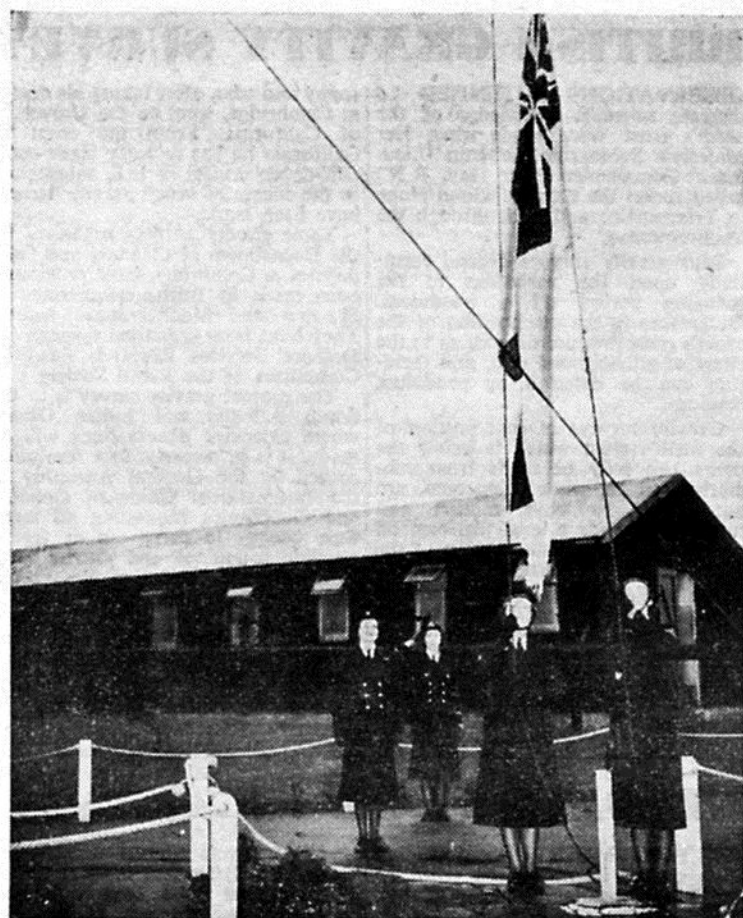
1. MMMDCCCLXXIX. 1794.
2. (a) Square, (b) cube, (c) Factorial 4, i.e., 4x3x2x1, (d) reciprocal, (e) log. 4.
3. Wandering Jew, Ancient Mariner, Flying Dutchman, Old soldiers never die, but they do fade away.
4. Ice hockey and curling; bowls and skittles; tennis; baseball; American football.
5. Red, orange, green, blue, indigo and violet.
6. Jason, Drake, Darwin, Lord Kitchener, Bligh, Captain Cook, Pilgrim Fathers, Nansen, Sir Richard Grenville (and also Drake against the Armada), Noah and Sir Walter Raleigh.

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Colours at H.M.S. Dauntless

Conditions of Entry

Nationality: Candidates must be British subjects or citizens of the Irish Republic and normally the daughters of persons who are (or, if deceased, were at the time of death) British subjects or citizens of the Irish Republic.

Age: New recruits must have reached their eighteenth but not their twenty-eighth birthday.

Character: Candidates must be of the highest integrity and character and are required to supply the names of three persons (not relatives) to whom reference can be made. One name must be that of a candidate's employer, where applicable.

Interview: Before they can be accepted for service, candidates are interviewed by a W.R.N.S. recruiting officer. Candidates who apply in writing are told when and where to attend. A railway warrant is provided when the fare for the necessary journey amounts to more than 1s.

Medical Examination: All candidates must pass a medical examination before being accepted.

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THE WOMEN'S ROYAL NAVAL SERVICE

Foreword by

**COMMANDANT N. M. ROBERTSON, C.B.E.,
Hon. A.D.C.**

IT SEEMS a long time since 1939 when, in the middle of preparations for war, it was decided that 3,000 Wrens might be usefully employed with the Royal Navy on jobs appropriate to women. Since then we have seen the rise and fall of the Service in terms of numbers. The peak was reached in 1944, when there was a total force of approximately 75,000, with officers in some fifty branches and ratings in over ninety categories, many of them highly technical.

The Service today is small, but it offers excellent prospects to girls who enjoy variety and a certain amount of independence. As will be seen from the following article there are categories to suit all tastes and we welcome the fact that a number of technical categories are open to the W.R.N.S.

It is realised that the permanent W.R.N.S. is still in its early youth—six years old—and its members must be on their mettle to prove that they have a lasting contribution to make to the work of the Royal Navy.

TRADITIONS

IT WAS not until 1917 that women were first called up for duty in the Senior Service, behind which lay centuries of seafaring tradition. In that one year at the end of World War I, the pioneer members of the Women's Royal Naval Service proved, by their courage and devotion to duty, that many of the shore jobs in the Navy could be efficiently performed by women. When the clouds of World War II hung overhead, there was no question but that "Wrens" would be needed in ever increasing numbers, to relieve many men for service at sea, and the W.R.N.S., which had been disbanded after the First World War, was reconstituted in 1939, under the Directorship of Mrs. (now Dame Vera) Laughton Mathews, who had served as an officer in the previous war.

The story of the Women's Royal Naval Service during the 1939-45 War cannot adequately be told in a few words. Beginning as a very small force of "immobile" Wrens, whose homes happened to be in one or other of the home ports, they were at first concerned with the more domestic tasks. Eventually, however, the Service grew to many thousands of "mobile" Wrens serving all over the world, often in critical and even dangerous situations, and in technical and operational jobs requiring the highest skill and efficiency.

THE W.R.N.S. IN PEACE-TIME

This wartime record of service earned for the W.R.N.S. in February, 1949, its peace-time place as a permanent part of the Royal Navy. Though a smaller force than in wartime, with only twenty-four categories, the W.R.N.S. has become an essential complement to the Navy, fitting neatly into the pattern of Naval life, and performing the tasks for which women are well suited. They form a nucleus of trained personnel, which could in the event of an emergency again be expanded to much greater strength.

Conditions of Service

The Women's Royal Naval Service is not subject to the Naval Disciplinary Act, but has an approved disciplinary code of its own, closely following the spirit of Naval Discipline. From the day she joins until the day she retires with a pension, a W.R.N.S. rating serves exactly the same time as a Naval rating on a continuous service engagement, namely 22 years. The time, however, is divided differently; where the Naval rating has two engagements of 12 and 10 years, the Wren has three engagements of 4 years each, followed by a final engagement of 10 years. She may choose to take her release at the end of a 4-year engagement. She may be released if she marries or if there are strong compassionate grounds. It is realised that in cases of acute distress in a family a woman's presence may be required at home.

As the W.R.N.S. is a small service, recruits are selected very carefully from those who are most likely to adapt themselves to service life and conditions.

Training

In a quiet corner of Berkshire, seven miles from Reading, you may come upon Her Majesty's ship Dauntless. Here, in a hatted camp set among the fields, the new recruit spends the first four weeks of her life as a Wren. The first fortnight is a probationary period, and if during that time she does not settle down, she may withdraw at her own request, or she may be discharged by the authorities as unsuitable, before final enrolment.

The Probationer Wren is placed in a Division, with her contemporaries, bearing the name of a ship, under supervision of a W.R.N.S. Divisional Officer and Petty Officer Wren. She attends classes on Naval traditions and customs, hears lectures by visiting Naval Officers, learns to use Naval expressions, and to stand to attention on official occasions. Every day, she attends morning Divisions. After enrolment, she proudly wears her uniform for the first time, and at the Passing Out Parade marches in true

naval fashion, past the saluting dais, ready to sally forth on the next stage of the adventure.

In the training depot, the Wrens acquire an *esprit de corps*, and feel themselves to be part of a large family whose branches stretch far and wide. For the only child, or one who has seldom before been away from home, once the first strangeness has worn off, this will be an exhilarating experience. She is given every opportunity, from the start, to join in games and sports—there are tennis courts, hockey pitches and facilities for badminton and squash at H.M.S. Dauntless. She may join in dances, concerts and play-acting. Religious training is fostered, each new Wren is put in touch with a chaplain of her particular denomination, and this is followed up in her new station when she goes on draft.

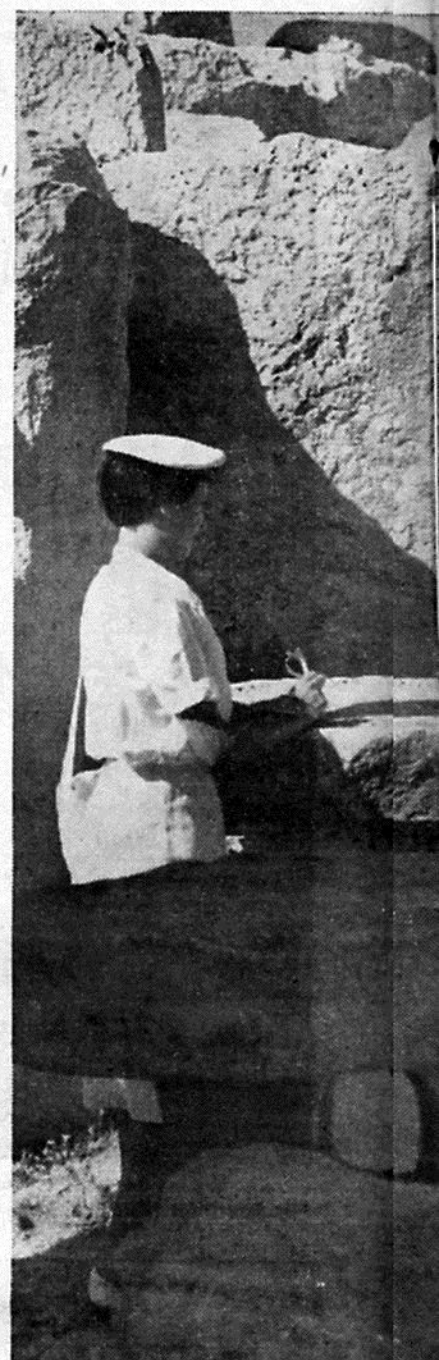
W.R.N.S. ratings, as far as possible, undergo their professional training at the same establishments as their Naval counterparts. These courses vary in length from two weeks to nine months. Cooks and Stewards remain at H.M.S. Dauntless for their Part II training. There is a fine modern galley here in which the cooks are trained and the Officers' Stewards practise waiting on the W.R.N.S. Officers in their own wardroom.

Wrens at Work

We read in a recent number of the NAVY NEWS an account of the Naval Supply and Secretariat Branch. As mentioned in that article the Wrens play a considerable part in the work of this branch. Wren Writers are divided into Writers (General) (Shorthand) and (Pay). It is evident from these titles what their functions are. The Writer (G) will find herself in one of a variety of office jobs, dealing with Naval documents and certificates, typing letters, keeping records and files. The Writer (Shorthand) may have to take notes at a Board of Enquiry or Naval Court Martial, work which requires accuracy and speed, and is most interesting and re-



Wren writer (pay) in the Royal Naval Barracks, Devonport



ROYAL NAVAL SERVICE



working under the supervision of a Nursing Sister, Q.A.R.N.N.S. The Dental Officers have Wren Dental Surgery Attendants helping at the chairside, making appointments, mixing materials and keeping records.

Communications

Wrens in the Signal category work at teleprinters, code and decode messages and their duties include wireless direction finding and voice radio operating. Their work, particularly when a large-scale Naval exercise is in progress, is important and exciting. Wren Switchboard Operators "man" the Navy's shore-based telephone exchanges. Many of these girls have been G.P.O. Telephonists in civilian life, and are further trained at Plymouth into the Navy ways. Wren W/T Operators receive and send out messages in morse. They are very intelligent girls, and have a high standard to maintain, the inception of their category dating back to World War I, when Wren W/T Operators were among the first Wrens to be drafted overseas.

The Technical categories

Wrens Radio (Air), who maintain the wireless and radar sets in aircraft, are trained at the R.N. Air Electrical School H.M.S. Ariel, near Winchester. These are girls of good education and with an aptitude for Mathematics and Physics, skilful with their fingers, who have won the highest praise from their Naval instructors.

Aircraft Mechanics, who also have a long training, inspect and repair all types of naval aircraft like the naval Aircraft Mechanics, they may be employed on airframes or engines. They are real open-air girls, work in all weathers and sometimes may be required to give orders to others, for instance when an aircraft has to be moved, so their training includes "power of command."

Meteorologists help to prepare weather charts for pilots of aircraft, they must be good at Mathematics and be neat writers. Wrens Radar Plot, plot the courses of ships and aircraft and pass instruction to pilots by radio telephone.

Range Assessor/Link Trainers are employed also on Fleet Air Arm stations, to evaluate the successes and failures of bombing and gunnery practices, which are recorded by a cine camera fixed into the aircraft. During non-flying periods, Range Assessors operate the Link Trainer, in which pilots are trained to fly on the ground.

Wrens in all the categories mentioned above sometimes fly in the course of their duties.

The Cinema Operator learns in the Cinema School at Chatham to use both 16 mm. and 35 mm. film projectors, and to repair and maintain films and projectors.

The M/T Driver category scarcely needs description. It is a very popular category and the supply of recruits usually exceeds the demand. These drivers must be at least 5 ft. 4 ins. in height, and strong enough to drive three-ton lorries.

Administration and Welfare

Like the Royal Navy, the Women's Royal Naval Service provides for the welfare of its members. Every W.R.N.S. Unit is in the charge of a W.R.N.S. Unit Officer, who is responsible to her Commanding Officer for the welfare of the W.R.N.S.; under

her the Divisional system is carried out, following the Naval pattern. On the disciplinary side, the Unit Officer is assisted by her Regulating Chief or Petty Officer Wren—the W.R.N.S. equivalent of the Master-at-Arms.

The Quarters Officer, with the aid of a Quarters Assistant, supervises the Wrens' living quarters (including the catering, if the members of the W.R.N.S. are separately "victualled").

The W.R.N.S. Unit is represented on the "Ship's" Welfare Committee and the Wrens are encouraged to help organise social events.

A Leading Wren (Petty Officer or Chief Wren) Education, assistant to the Naval Education Officer, looks after the educational requirements of the Wrens; she gives lessons in handicrafts, dressmaking or cookery, which are the main (educational) interests of the Wrens, and will help them with any studies they may wish to pursue. She may also run a music circle or a play reading group, composed of both sailors and Wrens.

The W.R.N.S. has its own Benevolent Trust, which helps both serving and ex-W.R.N.S., and to which serving Wrens make voluntary subscriptions. There is also an Association of Wrens, to which all may belong. This Association, formed after the disbanding of the Great War W.R.N.S., has kept ex-W.R.N.S. all over the world in touch with one another.

Officers

The W.R.N.S. is a democratic service, and ratings from all walks of life between the ages of 20½ and 29 years have equal chances of promotion, provided they possess the qualities which fit them to be leaders. All must first pass the Naval Higher Educational Test in English and General Knowledge, and must earn the recommendation of their Commanding Officer; if selected, they undergo training at the Royal Naval College, Greenwich, the University of the Navy. When a rating is promoted, her original engagement is set aside and she undertakes new conditions of service as an Officer.

Apart from this method of selection, there is occasionally an opportunity for young women who have specialised at a University or Domestic Science or Physical Education College to enter as officers direct from civilian life. There is also a Short Service commission for Mathematicians and Physicists to serve as Meteorological Officers in the Fleet-Air Arm. These Officers may apply for transfer to the permanent list during their 5-year engagement.

All officers with permanent commissions are on the same list and must be prepared to undertake administrative duties, although a few junior officers are required in specialist appointments, such as Secretarial, Radio, Safety Equipment and Photographic Interpretation.

Higher up in the scale, a Senior W.R.N.S. Officer serves on the staff of the Commander-in-Chief, of each of the Home Commands, and of the Mediterranean Command, being responsible for the welfare arrangements in all the W.R.N.S. Units under that Command. At the head of all is the Director W.R.N.S. in the rank of Commandant, at W.R.N.S. Headquarters in Admiralty, responsible to Their Lordships for the recruitment, initial training, and general welfare of the Women's Royal Naval Service.



Wren air mechanics on maintenance work

Overseas Service

Little has been said about service overseas. There are a small number of Wrens in Malta, and a mere handful in Germany and Norway. Competition is therefore very high. The names of volunteers, taken as soon as they enter the W.R.N.S., are placed on a roster. No Wren is sent abroad unless she is perfectly free from home

ties and responsibilities. Those who go enjoy the experience immensely.

Those who stay in Britain also have a varied and adventurous life, for they are part of the Navy, and even though it be a jet-propelled Navy in this "nuclear" age, it still continues to give encouragement, support and leadership to its sister Service, the W.R.N.S.

warding. Writers (Pay) work on the Navy's pay ledgers, and are entrusted with confidential work on officers' and ratings' pay accounts.

Stores assistants specialise in Clothing, Victualling or Air Stores. In the big stores in barracks or air station, you will find Wrens issuing caps, badges, ties and other items of uniform to Naval Officers, sailors or Wrens. Victualling Wrens help to issue and account for provisions. Air Stores Wrens handle flying kit, spare parts of aircraft, radio tool kits and the like.

Wrens have separate living quarters from naval ratings, and Stewards (General) and some of the Cooks work in these Quarters.

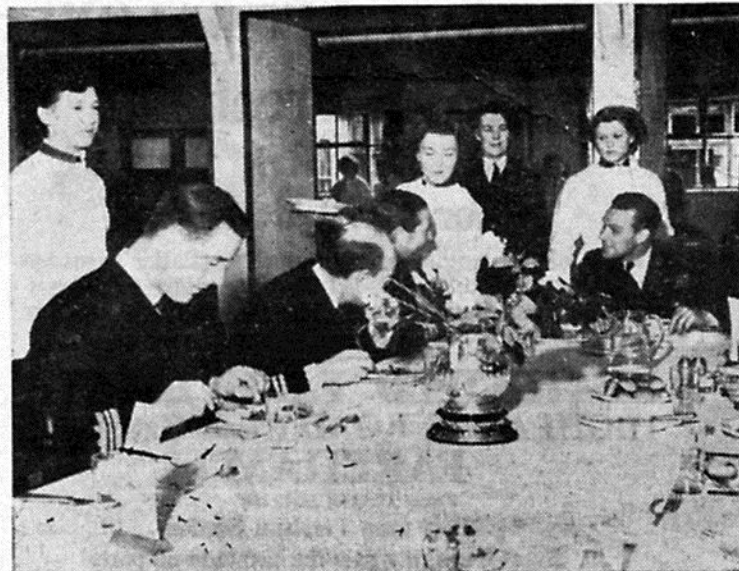
Apart from the Cooks who provide meals in the W.R.N.S. Quarters, there are those who serve in Naval Establishments, such as large Air Stations, where if they are Ships' Cooks, they may be cooking for several thousand men, with a Chief Wren Cook in charge. If they have been chosen to serve as Officers' Cooks, they will work in a Wardroom galley. These Wren Cooks take advancement courses in the Cookery Schools of the great Naval barracks, under the experienced tuition of senior naval cooks.

It is not uncommon to find, in the New Years Honours List the name of a Chief or Petty Officer Wren who has been decorated for sterling service in one of the "Supply and Secretariat" branches—such as a Chief Wren Cook, or Pay Writer. Such women undoubtedly deserve the title of "key ratings," for the Navy could ill do without them.

The Wren Steward (O) category was particularly honoured at the time of the Review of the Fleet, in Coronation Year, when some of them were chosen to assist the Naval Stewards at the receptions on board the H.M. ships Surprise and Vanguard.

Medical Categories

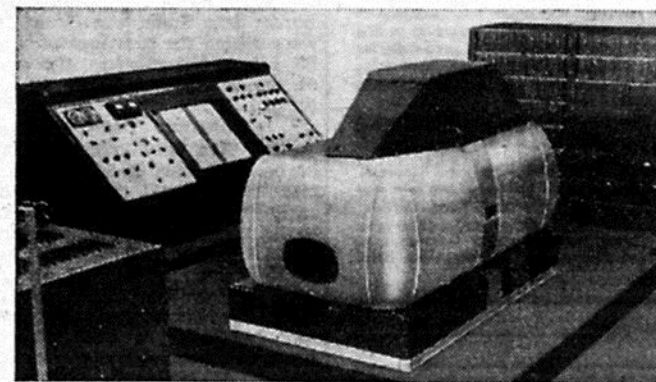
If you go into the Sick Bay in a Naval establishment, you are bound to find Wren Sick Berth Attendants



Wren stewards (O) serving at table in a Naval officers' wardroom

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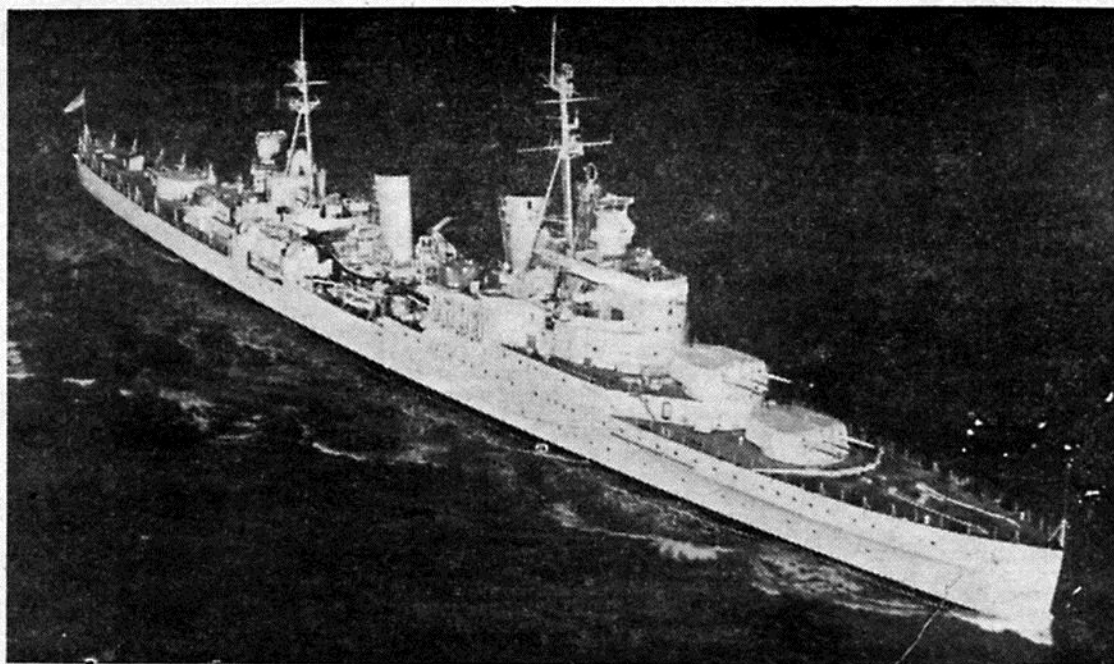
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H.M.S. SHEFFIELD

ON JANUARY 26, 1955, H.M.S. Sheffield recommissioned under the command of Capt. T. E. Podger, R.N., for a General Service Commission with the Mediterranean and Home Fleets. At this time the ship was undergoing a refit in Portsmouth Dockyard and looked anything but the "Shiney Sheff." A large number of the ship's company marched from the Barracks at Portsmouth, headed by the Marine Band from Eastney. The recommissioning service was held on the rather grimy quarterdeck, to the accompaniment of the usual raucous dockyard noises. Most of us were feeling the biting cold, but nevertheless the hymns and prayers were rendered with feeling and verve.

A fortnight later, after a paint-ship session, she looked much better, and on February 19 and 20 a large number of the ship's company took the opportunity of showing their friends and relatives round their new home, without feeling at all embarrassed at the state she was in. Prior to these two visitors' days, we had been to sea for trials, anchoring at Spithead each night. It was while we were anchored at Spithead on February 15 that we had the honour of firing a 21-gun salute to the Shah of Persia and his beautiful Queen

COMMAND NEWS



H.M.S. SHEFFIELD

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as they steamed by in the R.M.S. Queen Mary.

"Good-bye"

After a short delay due to certain urgent gunnery defects, the day of our departure arrived, and at 0715 on Friday, February 25, we left Portsmouth and headed south towards the sunshine. As we steamed out towards Spithead, small groups of people could be seen braving the cold to wave "good-bye" to their loved ones on board. Very soon the Isle of Wight faded away astern of us, and by the time we had left Ushant a heavy following swell caused us to start to roll. It was, however, very noticeable that it was considerably warmer, and we were already able to appreciate the change from the frigid conditions which were existing at home. It was a foretaste of things to come, and one which appealed to all of us. We continued to roll to a greater or lesser degree, and a few of the ship's company were ill to a greater or lesser degree, but finally we entered the Straits of Gibraltar, and on about midday on February 28 we saw that most impressive of sights—the Rock. Soon, after a salute to the Flag Officer, Gibraltar, we were comfortably tied-up alongside the jetty. We stayed at Gibraltar for two days, giving a run ashore to each watch. Unfortunately the Border into Spain was closed, so we were denied the pleasures of a trip to La Linea. Nevertheless, the majority of the lads found plenty to interest them.

Exercise "Sea-Lance"

After five very enjoyable days in harbour we sailed to take part in Exercise "Sea-Lance," our object in the early part of the exercise being to locate and destroy the supply ships and aircraft carriers of "Orange Force." Sheffield was a part of the "Blue Force." There is no truth in the report that a member of the ship's company was overheard to ask, "Are these orange carriers anything like banana boats?" Joking apart, however, these

five days of exercise were strenuous ones for many sections of the ship's company. The Commander-in-Chief, Mediterranean, when he visited the ship subsequently, was kind enough to comment favourably on the performance put up in these important exercises by the ship with a new ship's company. The Captain, in a message to the ship's company at the conclusion of the exercises, remarked that his confidence in them had been entirely proved, and it was a fine achievement for the ship to have taken a part in the exercise and carried it out with success. It would be invidious to single out departments for special mention, but the engine room, communication and plotting personnel were given a pat on the back.

The grand finale to Exercise "Sea-Lance" came when the combined Mediterranean and Home Fleets made a ceremonial entry into Grand Harbour, led by H.R.H. The Duke of Edinburgh in the Royal Yacht Britannia.

The Sheffield soccer teams have not had much opportunity to hit the headlines in a sporting sphere yet. We were able to get in only a very limited amount of practice and trials before leaving England, and this had its effect on our earlier sporting efforts in all games. At Gibraltar we were well beaten by a R.A.F. team, but it was obvious from the score at half-time, when we were drawing one goal all, that our lads were not yet used to the hard, fast pitches. The record of the team is showing that they can profit from their experience, and we have given hard games to several of the cruisers here, whose teams have been playing together for some months. At hockey and rugby, too, our sides are showing that they can compete with success against some of the best opposition here. The hockey team, in particular, when at full strength, will be quite worthy opponents for any side here. Next month we hope to be able to record a few victories.

H.M.S. DUCHESS

FOLLOWING OUR brief maintenance period alongside H.M.S. Ranpura, we carried out day running and also took part in the Mediterranean Fleet Gunnery Trophy shoots, in which we did well. However, as the results are not yet known we can only guess at our position. This was closely followed by the Combined Fleet Exercises with units of the Home Fleet and the Royal Yacht Britannia, with H.R.H. The Duke of Edinburgh on board.

On our return to Malta, the Fleet welcomed H.R.H. The Duke of Edinburgh's return to the Island with a 21-gun salute, and followed Britannia into Grand Harbour, which has not seen so many men-of-war for quite a long time. The floodlighting of the ships made a spectacular display and Duchess was in a most prominent position at the head of the Darings in Dockyard Creek.

Sport

Various forms of sport were undertaken between the Home and the Mediterranean Fleets, and it is interesting to record that the Med. Fleet managed to win most of the events. The Med. Fleet beat the Home Fleet soundly at rugby, hockey and soccer; for instance the Med. Darings beat the Home Darings 8-1 at soccer. The Med. Darings team consisted mainly of Duchess players, seven in all, and seven of the goals were scored by two of them.

Duchess had the honour of receiving H.R.H. The Duke of Edinburgh for a visit lasting nearly two hours. He inspected Divisions, made a comprehensive tour of the ship, and finally visited the Wardroom. He subsequently made a very nice signal to the ship, stating that he had been most interested to visit one of the Navy's finest fighting units and added some very complimentary remarks about the appearance of the ship and the ship's company.

We sailed from Malta on March 22 in company with the Royal Yacht Britannia and the Home Fleet. At about 1730 we bade farewell to H.R.H. The Duke of Edinburgh following a display of close manoeuvres and a 21-gun salute.

The Med. Fleet then proceeded to Naples. We arrived on Thursday, March 24, in a fog, but we successfully accomplished our entry into harbour without mishap and secured stern to the wall. However, all was not to continue well. Shortly after 0900, the Excambion, an American merchant vessel, which was moving to her berth at about 8 knots, rammed Duchess. She struck our bows with her own, tearing an 8 foot hole in our plates forward. At the same time, the force of the collision jolted us back on to the jetty and buckled our stern plates, though luckily not making a hole in them. The forward progress of Excambion was not halted until her bows were under our starboard bow light. Her starboard bower anchor carried away our jackstaff and guardrails and also the carley float support on our starboard side.

Temporary Repairs

The ship's staff, with the assistance of the Shipwright staffs from Jamaica and Forth, effected excellent temporary repairs. Plates were welded over the rent in our bows, guard rail stanchions were straightened and re-erected and the carley float support was cut away as it was beyond repair. Consequently, by Sunday, March 27, the damage was not nearly so obvious except to the stern. Experts flew from Malta to inspect the damage and decided that we must inevitably return to the dockyard there for the repairs that were obviously needed, instead of continuing our cruise to Toulon. This was bitterly disappointing to many, especially to those who retained memories of previous visits there.

The enjoyment of the ship's company in Naples was not, however, impaired by this unfortunate incident. A grand time was had by all, especially by the sightseers, who visited Rome, the Isle of Capri, Pompeii, the crater of Vesuvius, etc., for which plenty of opportunity and leave were afforded.

We left Naples on Wednesday, March 30, and had a gloriously fine and calm day for our return trip to Malta. At 1600 that day the ship was stopped in sight of Stromboli to allow bathing over the ship's side, but although the atmosphere was pleasantly warm, the swimmers reported that the water was otherwise and very few lingered till the end of the session.

So we continued through the Messina Straits and saw the snow-capped peak of Mount Etna, over seventy miles away, gleaming in the evening sunlight. When we came through the Straits the breeze freshened to a strong wind but it was not sufficiently bad to cause concern in view of our damaged condition.

We arrived in Grand Harbour the next forenoon and immediately made preparations for entering dry dock, which we did on April 5. We hope to be complete and fit for sea again within a month or so, and fervently hope that fortune will smile on us in future.

H.M.S. MERCURY

Soccer

THE TAIL end of the soccer season is drawing to a close, and we still have a few matches outstanding from last term which were postponed due to bad weather. The main match is the Festival Cup Final being played this Saturday (April 23) against the Southbourne F.C. If the weather we are now experiencing continues, Noel Coward's "Mad Dogs and Englishmen" may well be heard from the touchline.

In the U.S. League our fixtures are almost complete, our position being consolidated in the "better half" of the table.

Athletics

The conversion of our soccer pitches into an athletic track is progressing favourably, and it is hoped that our Sports Day on June 15 will be blessed with good weather and a record attendance. The P.T. staff have been in a "huddle" to conjure up a "bigger and better" obstacle course, and have started coaching instruction with an eye on the Command Championships.

Swimming

In the water-logged world of the swimmers and water polo players, we are wondering what our prospects are this season, and two of our Wrens have started well by being selected to represent the Command in its first meeting against Southampton.

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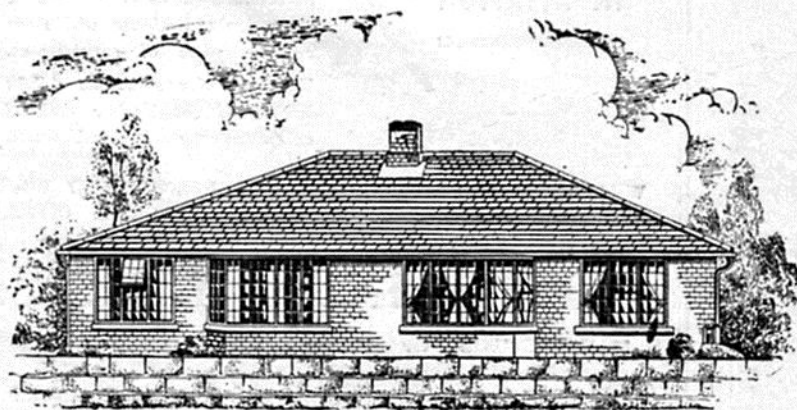
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H.M.S. TYNE Expedition to Mt. Gottero by parties from Tyne and Daring

DURING THE recent visit of ships of the Home Fleet to La Spezia, a party of six officers and thirty one ratings drawn from all departments of the ships' companies of H.M.S. Tyne and H.M.S. Daring set out on the afternoon of March 7 to climb Mount Gottero (6,200 ft.) in the Italian Apennines. The expedition was organised jointly by Lieut. A. B. Lean, R.M., of H.M.S. Tyne and Lieut. Sharrock, R.N., of H.M.S. Daring. The

Tyne. In the event both succeeded in reaching the top, but after descending, failed to rendezvous with the transport, and had in consequence to obtain a taxi at much expense for the return journey.

Two routes had been previously selected for the main parties, one along the top of a line of hills and the other up the valley floor. H.M.S. Tyne's party led by Lieut. Lean took the former route and those from



Tyne on the crest

B.B.C. commentator Mr. Wynford Vaughan Thomas also accompanied the expedition. The aim was to prove that it was possible for a party of volunteers, with little or no previous experience, to go out and live rough and to reach their objective using only those facilities which can be provided from H.M. Ships. No special equipment was therefore used apart from a length of rope, and Royal Marine boots with rubber soles.

The Italian people co-operated by loaning to the party two trucks for transport to the climbing area, some twenty miles from La Spezia, and two Italian commandos volunteered to accompany the climbers.

Two days previously a reconnaissance had been made of the area by Lieut. Lean and Lieut. Sharrock, both of whom had had some previous experience of this kind of work, and they decided on a base camp just at the snowline in the village of Chiusola about 1,200 ft. above sea level.

The expedition was able to reach a point a mile short of the base camp in their trucks, the remaining distance was traversed on foot carrying all the stores. The climbers arrived at the base camp without incident in the evening and as it was so cold and no tents were available it was imperative that ready-made shelter should be obtained quickly. The villagers, who were friendly, quickly came to the rescue and offered a number of empty rooms in a large uninhabited, dilapi-

H.M.S. Daring, under Lieut. Sharrock, the latter.

A base camp party of six volunteers was left behind to clean up the camp and move it to the return rendezvous for the mountaineers on the opposite side of the mountain some ten kilometres away as the crow flies. They had of course the assistance of the transport.

After breakfast both parties set out at 0700 for the crest of Mount Gottero. Each man carried a little food for the mid-day meal. There had been a heavy fall of snow during the night and both parties at once encountered snow 2 ft. deep.

From here on we follow Tyne's adventures, as it seems that Daring had slightly the easier task. In the words of Lieut. Lean "We took the high ridge and struck upwards immediately, fortunately soon striking an animal track which made progress somewhat easier and increased our speed. The snow was deep and the going heavy, especially for the leaders. At first the crust was quite firm but as the sun rose we had more difficulty, at times sinking in up to our knees. One of the party tired rapidly and after two hours it was decided to send him back escorted by two other more robust youths. They were instructed to find a known track at the foot of the mountain and go to a village where they would be picked up by the transport on the way back later in the day. The remaining twelve pressed on in blazing sunshine



Daring on the crest

dated, old-fashioned house. The party was soon comfortably settled in with a roaring fire, and straw for bedding.

The remainder of the daylight hours were spent in reconnoitring the routes for the following day, as it had been decided to split the party into two groups, Tyne and Daring to go their separate ways. After dark an enormous meal of soup, hot pot stew and vegetables, and cocoa was extremely well prepared by Sgt. Bailey, R.M. Supper was followed by the traditional sing song round the camp fire during which a number of recordings were made by Mr. Wynford Vaughan Thomas. The night was very cold but most of us were fairly comfortable on our straw beds.

At dawn the following morning Mr. Vaughan Thomas and A.B. Jarman set out ahead of the main body. They had only limited time and wished to go as far as possible before returning to catch transport back to H.M.S.

but with the temperature already well below freezing. By this time climbing conditions due to the deep snow, which varied between one and six feet, were becoming increasingly difficult. By 1030 there was a rapid surface thaw and soon all were complaining of wet feet and the cold particularly when we stopped for a rest. Our objective was always in sight, but the route to be taken was hard to choose owing to the many hidden gullies and false crests. Our attempts to gain height seemed hopeless when we found a ridge which appeared as if it might lead us to the assaulting position. Several traverses were necessary and we despaired of reaching the top owing to the really deep snow. Fortunately there were no drifts here and although with failing energy we appreciated that without care there might be considerable danger, we forced ourselves to take the risk and were rewarded by making our objective at

exactly 12.30 p.m. It had taken us five and a half hours. Imagine our disgust when we discovered that not only Mr. Vaughan Thomas and his able assistant had succeeded, but also Daring had defeated us by about an hour.

"The view from the summit was quite magnificent. Eastwards snow capped mountains stretched away as far as the eye could see and all appeared to be below us. Westwards the sunlight glinted on the blue water of the Mediterranean. We really felt that we were on top of the world. Our spirits rose even more when 'Splice the Main Brace' was piped, and Cdr. J. G. Baldwin, the Home Fleet Aviation Officer, failed to deflate them when he remarked 'To think that a Sea Hawk could do it in less than a minute!' After a quarter of an hour the weather deteriorated and we decided that a hasty descent was necessary, for when the sun was obscured the wind was biting cold.

"Our descent was indeed rapid and the majority of the party spent more time on their seats than their feet. The way down was simplified because we were able to follow the tracks left by the Daring party. We reached our rendezvous at a village called Varese at 4 o'clock, triumphant but exhausted. We learnt from Lieut. Sharrock that his party had found a track along the valley which had taken them direct to the bottom of the actual assaulting position. There was not so much snow and they were able to follow the tracks of our B.B.C. friend."

The base party had provided a right royal welcome for the exhausted travellers assisted by some gentle coercion by the Fleet Royal Marine Officer Lieut.-Col. R. F. V. Griffiths, O.B.E., and R.S.M. West. They had built a splendid "kitchen" and piping hot food was immediately available. After some measure of recuperation the "Mountaineers" and Base Party embarked in the transport and were hurried back to La Spezia in blinding rain.

So ended an ambitious and highly successful enterprise.

H.M.S. VIGO

DURING THE last couple of months, Vigo has spent most of her time on her routine duties as Firing Ship. The rest of the period has been divided between acting as target vessel for aircraft on flare dropping exercises and acting as Emergency Destroyer for the Portsmouth Area.

With regard to the latter subject, the ship's company still have their Easter leave to come, as we were one of the Emergency Destroyers over the Easter leave period. As our first leave party pack hastily to get away on April 21, those amongst us remaining until May 5 wish a "sympathetic" "welcome home" to those who have recently rejoined in the festivities of the Summer Term.

While mentioning the Summer, we will also mention that Vigo has several "runs" in the offing, namely a week in Norway, a weekend at Bexhill-on-Sea and week at Bembridge, I.O.W. Never before have we had so many amateur photographic enthusiasts on-board. Indeed, it would seem that the already much photographed beauty of Norway is shortly to receive another "battering."

With regard to Navy Days, it was our misfortune to once more have the job of Emergency Destroyer on Easter Saturday and Sunday, so the pleasant aspect of some really delightful guests for tea on the messdecks, made what would otherwise have been a very dreary weekend, into a quite enjoyable time all round.

As I haven't included any sports results in previous letters, the over healthy blood-sport types amongst us are becoming a trifle restive, so we will try to oblige. Incidentally, this omission was not due to lack of interest, more that we tried to prevent the bad news getting around.

Of our latest results:— Hockey, a 5-0 win over Boxer. Rugby, although losing 16-3 to the rest of the Portsmouth Squadron, we feel that this was quite a good show as the half time score of 3 points each indicates. Of football, only inter-departmental football has been played, the Seamen being worthy winners "lashing up" the rest of the ship's company to the tune of 4 goals to nil. L.S.B.A. M. Puryer.

R.N. COLLEGE GREENWICH

"SUBSHOW"

AMONG THE end of term activities at The Royal Naval College, Greenwich, was the presentation of an entirely original musical comedy "Spring in the Air" by the Sub-Lieutenants and the W.R.N.S. O.T.C. The show was put on in the College Theatre, Trident Hall, on March 28 and 29, and played to enthusiastic audiences of officers and their guests on both nights.

Produced by Sub-Lieut. Peter Bracelin from the book by Sub-Lieut. David Green, the show included nine original songs composed by Lewis Green and arranged by Ronnie Baker. A chorus of twenty-four did full justice to the excellent music, of which the song "A Magnum of Champagne" must be singled out for special mention.

An immense amount of work by an able and efficient backstage staff, led by Sub-Lieut. Robin Furness, resulted in sets of really outstanding quality. Finally, polished performances by Tim Reep, Kay Ekland, Alistair Wilson, Elizabeth Luxmoore, Jeremy Redman, Pam Faussett-Farquhar, David Green and Elizabeth Bell in the principal roles, put the seal of success on a "Subshow" that more than maintained the high standard set by previous productions of this type—productions that in a very short time have become a tradition in the College.

H.M.S. THESEUS

THE FIRST phase of our Spring Cruise took us to Brest which brought back many wartime reminiscences,—the almost nightly attentions of the R.A.F. on the Scharnhorst and the Gneisenau and, later on, the U-boat pens. The damaged harbour and fort installations bear witness to this, although it must be remembered that much of this damage occurred when an ammunition ship blew up towards the end of the war. The town itself—further devastated during the liberation—has been almost completely rebuilt and now has a fine-looking shopping centre. High prices ashore did not encourage us to buy much.

Coach trips round Brittany were organised for the ship's company in mammoth Diesel buses. These vehicles had what appeared to be a display of fairy-lights on their dashboards; the winking of these lights must have meant something to the driver had he cared to divert his attention from the job of conning the bus along the highways and byways of Brittany at a steady 50 m.p.h.! These trips were scheduled to cover 180 miles in about eight hours, but the leisurely lunch provided at Concarneau (the beach of the white sands) which took three hours to prepare and eat reduced the tour to a modest 100 miles. Places like Quimper—with its double-spired Cathedral and gentle river flowing under the shops—were very attractive and most of us would have liked longer to goof.

On the sports field, we co-operated with Ocean to form Training Squadron teams and fortunes varied dramatically. At soccer, the 2eme. Region Etat Major defeated us by a score best forgotten, while we beat the Academie Maritime at Rugby equally soundly.

After our return to Portland on February 4—in a predicted gale which really happened—the thoughts of all Portsmouth residents turned to the coming store ship week. Following periods of swinging round the buoy at Portland, the prospect of a week alongside at the Home port was grand. During this time, the officers held their Ball on board whilst the ship's company had their dance at the Savoy. These functions were most successful and it was strange how, in connection with the former event, the national press seemed to be under the impression that Chief P.O. Steward George Maran was trying to turn Theseus into a peacock sanctuary! Finally there was visitors' day on Saturday, March 5, when many relatives and friends of the ship's company came aboard to see how we live, work and play. The B.B.C. came too to take some shots for T.V. (Anyone who saw this programme or who heard us featured on Radio Newsreel may well have got some ambiguous impressions!) After tea, the Royal Marines Band beat "Retreat" and our guests departed, having tired themselves out and, we hope, enjoyed themselves.

We sailed for Gibraltar on March 7 and the news soon reached us that our docking at Portsmouth had been put off from May until August. This came as a shattering blow to some, but it can still be looked forward to.

We arrived at Gibraltar on March 11 and the fortnight's stay was long

enough to let those whose first visit it was have a good look round and short enough to prevent the hardened seafarers from getting Rock-happy.

On our last visit, the Band played "Lady of Spain" fortissimo as we entered harbour—but the frontier remained firmly closed and the ladies of Spain had to come and see us! This time there was a limited opening of the frontier on 4-visit passes. The bull fight which was supposed to be taking place in La Linea never came off, having been postponed weekly from January until Easter.

While we were at Gib, a concert of sacred music was given by the combined Choirs of Ocean and Theseus in the Cathedral. This is a shining example of co-operation between our two ships which are popularly supposed to lie a few cables apart and ignore one another!

On March 24, the Training Squadron sailed to meet the Home and Mediterranean Fleets on completing Exercise "Sealance." During the exercises on the return passage to Gibraltar, we were privileged to sail in company with the Royal Yacht wearing the personal standard of H.R.H. the Duke of Edinburgh. Later, we got a few glimpses of Britannia's behaviour in a sea.

The Iron Duke Cup Competition took place on Friday, April 1, the day of our return to Portland. This was a 5-cornered fight in 5-a-side hockey and soccer and 7-a-side rugby between the two ships of the Training Squadron, the frigates of the 2nd Training Squadron, the local submarines and H.M.S. Osprey. Theseus won the hockey and the rugby and carried off the Cup.

H.M.S. ADAMANT

EASTER LEAVE is now upon us and comparative peace reigns aboard.

On March 30 we arrived back in Rothesay after having been away from "home" for eight days. A very pleasant weekend was had in Bangor, where the people once again made us welcome to their small town. Most of us made Belfast the local attraction, although the railway timetable didn't encourage overnight leave there. However, the number of Clarence Yards, Jack Mearty and Carl E. Fleats, etc., on the books of the Merchant Navy and Salvation Army hostels, indicated that quite a few thought it worthwhile.

H.M. Submarine Alderney came alongside in Bangor Bay, but it was Alcide who joined us for the two-day Commanding Officer's Qualifying Course in un-decreasing circles around Ailsa Craig, in company with Savage, Orwell and Termagant.

Last week we said good-bye to Thule, who sailed for Devonport to pay off. Alderney leaves us this month to join the 6th Submarine Squadron after docking in Guiz.

Amongst our future visitors will be an unknown Danish frigate which will operate from Rothesay until Summer Leave.

Adamant is to take part in Exercise Fishplay (May 17 to June 6). More news later.

It is not generally known that our Squadron Sports will be held at Ettrick Bay on June 14 and 15. No details are yet available.

A Swimming Gala will take place on May 12 and 13 in the Rothesay Public Baths. No competitor may take part in more than three events, so the Buster Crabbes of the Squadron will be suitably hobbled. Maybe us dog-paddlers will have a chance yet.

Dence.

ALAS POOR STOKES

No more we'll see his sooty face,
No more his greasy hands;
For poor old Stokes has passed away.
The stoke-hole empty stands,
Perhaps he's somewhere up above,
All purged from dirt and sin;
In life he shunned the upper deck,
Why should he now begin?
Or has he found the other place
And Satan's dark attire?
For as in life a Stoker—he
Is used to feeding fire.
But who comes now upon the scene?
Stop all this fuss and panic!
A rose by any other name—
An Engineer Mechanic.

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H.M.S. MODESTE—Outward Bound

MOST OF you will have heard of the Outward Bound Sea School at Aberdovey in North Wales and of the excellent training it gives in developing initiative, leadership and self-reliance. These qualities are needed in many parts of the world today but nowhere more so than in troubled Malaya. This was realised very quickly by General Templer and in an attempt to fill this want, a branch of the school has been started at Lumut on the west coast of Malaya by Bill Fuller whose

without fuss. To launch her, however, we had first of all to clear the sand from the rusty track on which the cradle ran, we had to repair the cable which ran from the cradle to the winch and worst of all part of the cradle had collapsed so that some of the boat's 27 tons was resting on the rails and appeared to be fairly well jammed. However by dint of crowbars, grease, tackles and a lot of weight, we finally got the cradle and its contents off the level and on to the



Lieut. Howard, R.N., and P.O.M. (E) Clabby

brother is principal at Aberdovey. Mr. Fuller is an Olympic Canoeist, an expert skier, a keen fisherman and an ardent walker and climber.

H.M.S. Modeste's small part in helping to get things going was to launch the 45 ft. yacht which was recently presented to the school. The late owner of the boat had himself selected the timber from which to build it and had had it built to his own design. Although it had been out of the water for at least a year "Ruth," which was the name of the yacht, was in good condition; in fact all she needed was a coat of paint, a good clean out, and a few repairs to the engine, wiring, and generator. We landed a party of engineers, electricians, and seamen at about 0830 and work was started. Our biggest difficulty was the actual launching. The painting was quickly done, and although the electricians were a bit troublesome, the engine started

slope where she slid into the water fairly easily. Another problem was provided by the fact that "Ruth" was being launched into a fast-flowing tide which could very easily carry her against some nearby rocks. The ship's motor-boat came to the rescue and just managed to pass a line in time to prevent catastrophe. There was a certain amount of side-betting on the probability of her sinking or capsizing on entering the water but the optimists won the day and she looked a fine sight lying against the background of the green forests.

The site of the launching was some way from Lumut and I was foolish enough to volunteer to walk back through the jungle with Bill Fuller. Never have I appreciated a shower more or better enjoyed a pint of beer. We were joined later in the evening by others from the ship who came round by motor-boat and spent a

pleasant two hours sitting on the verandah of the Rest House in this quite delightful little Malayan village.

It is said that Bangkok is the Venice of the East and that the Thais, its inhabitants, are one of the most handsome races in the world. Bangkok's similarity to Venice starts and ends with its few rather smelly canals, and the fact that the ground on which it is built is only a foot or two above water level. H.M.S. Modeste however would concur with its second claim to fame. The Thais are a most attractive people.

The Commander-in-Chief, Far East Station, recently visited Bangkok in Alert with Opossum and Modeste in Company. From the moment we arrived we were surrounded with kindness and generosity. The Thai Navy made us extremely welcome and did everything to make the visit one to be remembered.

Large numbers of sailors were taken round the town in a fleet of buses to visit the many places of interest. We saw the Snake Farm where they extract poison from cobras and kreits and inject it in small quantities into horses; the horses then produce an antidote to the poison and this is collected and injected into those unfortunate enough to be bitten by a snake but lucky enough to meet the snake near a hospital.

We visited the Temple of the Emerald Buddha, a massive place with many shrines and buildings studded with tiny squares of coloured glass glittering in the sun like a diamond tiara. We saw the Buddha carved out of solid jasper sitting in the traditional position and surrounded by all sorts of nick-nacks and dusty gold ornaments. One of the treasures of the Temple is, to modern eyes, a hideous looking Grand-Mother clock, a present from Queen Victoria. The temples, of which there are more than 300 in Bangkok, are a truly fantastic sight and must have cost millions of pounds in labour and materials. Because of these temples Bangkok is sometimes called the "Jewel of the East," a more accurate comparison would be a necklace in which the most beautiful stones were set in lumps of lead. Bangkok is no cleaner than the average Eastern city; there are no fewer filthy wooden shacks, dirty streets, and smelly open sewers. An effort was made a few years ago to build a new city about three miles away from the present one but after putting up some very fine buildings and constructing a long broad avenue, the project was dropped as the people decided that it was too far from Bangkok!

The city is really not particularly wonderful; the people are the attractive part of Thailand. They are kind, smiling, friendly, cheerful, good-looking, determined not to take life too seriously and to enjoy themselves as much as possible; but they are also a proud and independent race whose country has never been subjugated to a foreign power. The people are passionately fond of their king although they submit to a government that is almost a dictatorship. The King is merely a figurehead and power at the moment is divided between the Police and the Army. The Police Force is quite as strong as the Army and bigger than the Air Force or the Navy. Battles for power between the armed forces are not unknown. The Thai character is possibly best illustrated by the following story:—

A few years ago in a battle between the Police and the Army, the rival forces were drawn up behind their machine-guns on opposite sides of a cross-roads. When the traffic lights were in their favour they fired away at each other, but when the lights turned red the firing stopped to allow the traffic to pass down the other road. The fighting went on from Tuesday until Friday night, when it stopped for the week-end, and during the four days eleven people were killed or injured. On another occasion the Air Force dropped a bomb down the funnel of the Navy's flagship and the Prime Minister who happened to be on board had to swim for it—as you can well see, a truly delightful people.

Two of the traditional features of Thailand are its dancing and its boxing. The dancing is performed in the most gorgeous costumes which take several hours to be sewn into. The movements are slow and rhythmic and the conversation between the dancers and the story they tell is expressed in the position of the hands. We saw an exquisite performance by dancers from the School of Thai Classical Dancing who were, needless to say, absolute "poppets."

Thai boxing is quite a different story. The boxers are allowed to use all parts of their body against all parts of their opponent. This of course makes for some hard and exciting fighting as well as considerable physical contortions on the part of the

HOME FLEET IN GIBRALTAR



Some ratings on a shopping excursion in Gibraltar

boxers. Out of seven fights we saw, six were knockouts.

The British residents were very kind in entertaining us and there must have been few sailors who did not receive hospitality in the British Club or in a private house. Their generosity was appreciated all the more because the sort of drinks we drank and the food we ate were quite expensive in Bangkok. Our sorrow on leaving was tempered with the knowledge that this sort of hospitality could not go on for ever. However we did hear that one of our P.O.'s was taking dancing lessons from one of the "poppets," we suspect with a view to staying behind, while one of our more comfortably built signalmen applied for a job as a Buddha.

P.T. SCHOOL

COURSES HAVE come and gone since our last issue, so that our present complement is one requalifying course and one brand new qualifying course. The weather has changed considerably and we spend a great amount of our time on the Pitt Street field.

SPORT

Soccer

The School Soccer team lost to Anson in the semi-final of the Barracks League after two periods of extra time and two replays. Goal-keeper Durrant was selected to play for Hampshire in the semi-final and final of the Southern Counties Championship; he also played in that position for the Navy versus the Army and the R.A.F.

Fencing

The School has achieved most satisfactory results in the various phases of the Royal Tournament Fencing competitions, during the past few weeks.

The Bayonet team won both the Palmer Trophy and the R.N. Team Bayonet Championship (Royal Tournament, Phase III) and now go forward to compete with the Royal Marines, Army and R.A.F. at Earls Court in the Bayonet Team Combat.

In the Palmer Trophy we defeated our opponents of many contests, H.M.S. Excellent, H.M.S. Daedalus, and, in the final, H.M.S. Caledonia.

In the Bayonet Team event our victories were over H.M.S. Excellent again, H.M.S. Collingwood, and H.M.S. Bermuda in the final.

All our successes were the outcome of exceedingly close contests, and were particularly gratifying since our total manpower available for selection at the time consisted of nine physical trainers on the staff and fourteen young "qualifiers."

In the individual events, Sergeant Maker gained first place in the R.M. Corps Phase II Championships and we wish him the best of luck in Phase III.

Lieut. Winckles was placed second in Sabre, and fifth in the Foil and Epee in the R.N. Championships. He was placed third in the Dismounted

Champion-at-Arms competition. This qualifies him for the Royal Tournament Inter-Services Fencing in all three weapons, a most creditable effort in his first year of entry in the Competition.

Cross-Country

Leading Seaman Woolcott, a recently qualified P.T.II, was selected to run for the R.N. Barracks' team in the Inter-Command Cross-country race.

Hockey

In the Hockey world, we entered a team in the six-a-side competition but were beaten in the second match by Victoria Barracks, the latter complete with a National Service-man "Navy Hockey Cap," who joined the establishment at 1600 and was on the field at 1650 the same day!

General

Last month, co-operating with local Service units, we took part in "Night Action," a display in aid of the local Savings drive. Our contribution consisted of judo, boxing and a parallel bar display.

It is understood that the School has been asked to assist H.M.S. Phoenix in their presentation of the "Crossing the Line" ceremony at the Alamein Reunion in London on October 21. Our exact role is not yet known.

P.O. Baldwin has now left us to relieve C.P.O. Goddard on the F.R.O. Mediterranean Staff.

P.O. Taylor from Ceres has joined as his relief.

R.N. BARRACKS

IN AN effort to cut down the repair and maintenance costs of the Coach Service in R.N.B., the Welfare Committee recently decided to sell the two Crossley coaches in part exchange for two new Bedford coaches with Duple bodies. This decision was taken in the light of practical experience which showed that although diesel engines were economical on fuel, their maintenance and repair cost was very high. The local agent for Crossley vehicles is at Southampton, and this has meant a journey of 40 miles every time one of the coaches required servicing. No other agents carry spares for these vehicles and local garages have not proved satisfactory. Diesel fitters are employed by large fleet owners of diesel-engined vehicles. There are few expert diesel men otherwise engaged than by the agents themselves and P.S.V. drivers cannot be expected to maintain diesel engines in the same way that most of them can, and do, maintain petrol engines in their own vehicles. Over £500 was spent by the Welfare Committee last year on maintenance and repairs, and it is hoped to save the best part of this by using petrol-engined coaches in the future. It has been found that many small operators are still using petrol vehicles and, indeed, some of those using diesels are now going back to petrol for the

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FULLY FURNISHED FLAT with own kitchen, for holidays or short periods until June 11; no children.—38 Shaftesbury Road, Southsea. (Opposite Queen's Hotel).

FURNISHED FLAT available until July 16; 3 gns. per week.—38 Festing Grove, Southsea.

ACCOMMODATION for naval personnel (2), garage for small car.—Write or call 9 Mill Lane, Gosport, Hants.

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FURNISHED and UNFURNISHED accommodation for naval personnel.—Apply for details to Chestnut Villa, Vicarage Lane, Swanmore, Southampton.

FURNISHED ROOMS with use of kitchen and bathroom. (C. or D. bus to Baffins Pond).—65 Idsworth Road (off Tangier Road), Copnor.

TWO FURNISHED ROOMS, suit naval couple; moderate terms; regret no children. Call between 5.30-6.30.—13 Stirling Street, North End.

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FURNISHED ACCOMMODATION, separate cooking and washing facilities; no children; single 35s., double 2 gns.—29 Festing Grove (near Odeon Cinema), Southsea.

TWO FURNISHED ROOMS, no linen supplied; sorry, no children; 30s. per week.—33 Malta Road, Buckland, Portsmouth.

TWO BEDROOMED furnished flat, 31 gns. per week.—Apply 41 Goldsmith Avenue, Southsea.

TWO FURNISHED ROOMS, use kitchen and bathroom; 35s. per week inclusive gas and electricity.—Apply 6 Sherwood Road (near "Gipsy Queen"), Gosport.

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SITUATIONS VACANT

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Further information concerning opportunities at the Royal Aircraft Establishment, Farnborough, may be obtained from the Port Recruitment Information Officer, Royal Naval Barracks, Portsmouth. Applications should be made to the director, Royal Aircraft Establishment, Farnborough, Hants.

COMPANY DIRECTOR will shortly require P.O. or P.O. and wife to undertake all duties connected with running a small country house in Oxfordshire. P.O. Steward, with an interest in gardening and good experience of wardrobe catering would find this a comfortable berth.

Joint salary for married couple approximately £8. Excellent accommodation with own bath, etc. No children.—Write in first instance stating age, experience, when available, etc., to Advertiser, Ashleigh House, Bicester Road, Aylesbury, Bucks.

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ACTIVE MEN required as Ward Orderlies at Hill End Hospital, St. Alban's, Herts, a hospital for mental and nervous diseases, situated 20 miles from Central London. Wages £6 18s. per 48-hour week, plus extra payment for Sunday and holiday duty. Two weeks' annual leave. Accommodation available for single men only, for which a charge of 38s. per week is made, including board and laundry. Good facilities for amusements and sport.—Applications stating age, and past and present employment, to together with the name and address of one person to whom reference can be made, should be addressed to the Chief Male Nurse, as above.

THE UNIVERSITY OF LIVERPOOL.—Applications are invited for the post of Head Porter. Salary in the range £450-£550 per annum, according to age, qualifications and experience. Modern flat available. Excellent references essential.—Apply in writing, giving full details of age, previous employment and other relevant information to the Registrar, the University, Liverpool 3, from whom further details of the appointment may be obtained.

SOUTHERN INSTRUMENTS of Frimley Road, Camberley, are anxious to contact personnel leaving H.M. Forces with experience of electronics for wiring, test, experimental or design work. Good rates. Sick benefit scheme. Five-day week.—Apply W. P. Shead, Works Manager.

MR. AND MRS. LAMBERT require retiring P.O. or Rating to run small modern house—ex-manservant just retired after 30 years' service—excellent home for right man; own sitting-room; good off-time bachelor or widower; must have first-class references; fare paid for interview.—Cottswold Lodge, Motcombe Road, Branksome Park, Bournemouth, Hants.

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MULTI-SPEED RADIOGRAM in perfect condition, plus 60 records; £30.—87 Beauchamp Avenue, Bridgeman, after 5 p.m.

same reason. Repairs and replacements are invariably much cheaper for petrol engines than diesel although it must be agreed that the petrol engine has a shorter life.

The first of these new Bedford coaches was delivered to R.N. Barracks on Monday, April 18, 1955, and it is hoped that by the time you read this the second one will also have been received.

These coaches are available to all naval personnel in the command. They are smart and comfortable and can be used for any social trips, sports or athletic meetings, theatre outings, evening runs. Just ring Dockyard 2616 and say what you want and the rest will be done for you. Otherwise write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth, for further information.

H.M. U.D.E.

AS THIS is our first contribution to the Portsmouth NAVY NEWS, a short history of H.M. U.D.E. would not be out of place.

Based on the work at the Admiralty Experimental Stations at Harwich and Shandon during World War I a committee called the "Allied Submarine Detection Investigation Committee" (A.S.D.I.C.) was set up in 1920 to investigate the submarine problem. For the next seven years work was carried out at the Old Signal School, H.M.S. Vernon, and the Admiralty Research Laboratory.

In 1927 these groups were combined to form the nucleus of the new Anti-Submarine Experimental Section of H.M.S. Osprey at Portland. A total staff of fifty-five and £11,029 was allocated for the first year's expenditure.

By 1935 the A/S. Branch had been recognised as an integral part of naval warfare and by the outbreak of World War II the Fleet was fitted with Asdic sets, which were to play a very large part in beating the U-boat menace.

In 1940, shortly after the invasion of the Low Countries and France, the Establishment moved to Fairlie under its own Captain and was re-named H.M. A/S. Experimental Establishment.

In 1946 the Establishment returned to Portland and was again re-named H.M. Underwater Detection Establishment. Since then much effort has been put into the design and development of more complex equipments which are necessary to deal with the difficult targets presented in a modern war.

The present staff and expenditure has, of course, greatly increased, and several ships are attached to H.M. U.D.E. for trials of Experimental Equipment. Unfortunately security forbids a more detailed account.

H.M.S. OSPREY

THE MOST interesting event in Osprey recently was the production by the "Osprey Players" of the "felonious comedy" "The White Sheep of the Family" by H. du Garde Peach and Ian Hay. This play, produced by Instructor Lieutenant G. Lock, was performed in the Canteen Cinema on March 22, 23, 24 and 25, near the end of last term, and was extremely well done. The players were very well cast and there was not a weak spot in the acting. Unhindered by any changes of scene, a truly magnificent set was built and the back-stage team were first class. Congratulations to all concerned.

Last term, the winter sports programme was completed by the Iron Duke Cup Competitions on Friday, April 18 on the Canteen and Officers' Grounds. The competition consists of knock-out tournaments of six-a-side soccer and hockey and seven-a-side rugby between the Home Fleet Training Carriers, the 2nd Training Squadron, the 2nd Submarine Squadron and ourselves. Last year we won the hockey but failed to get through a round in either soccer or rugby. This year we did no better in the latter and lost the final of the hockey by 1-0 to H.M.S. Theseus in a hard-fought match, which gave us our only four points towards the Cup.

The Inter-Part Soccer Knock-out Competition was won after extra time by the P.Os, who beat the Royal Naval Hospital and Patrol Headquarters by 4-1, after extra time. Mrs. Balfour, wife of Captain G. I. M. Balfour, D.S.C., of H.M.S. Osprey,

presented the Cup. It was not possible to complete the Inter-Part Soccer League but at the end of the season the Seamen were in the lead with 10 points followed by the C.P.Os, the Royal Naval Hospital and Patrol Headquarters, and the Torpedo Trials Base, each with 6 points.

Also at the end of last term, on April 1, the Chief Petty Officers held a Social and Dance in their mess, with the Drill Shed, unrecognisable owing to the splendid decorations, as a lounge and bar.

The main leave party has returned to duty and are now envying those "lucky people" who are on retard leave.

Refreshed, we hope, by their Easter leave, everyone is now buckling to, on a new term's work, and looking forward to cricket, tennis, sailing and swimming, all of which will be getting into their stride very soon.

R. K. Wood.

H.M.S. DRYAD

THROUGHOUT THE season the cross-country course has again proved popular. The Command Spring event gave another individual success to P.O. Sharp, with Dryad's team coming in third behind Excellent "A" and H.M.S. Victory. P.O. Sharp also led the Portsmouth team in the Inter-Command Cross-Country Championships, 1955, and finished a close second to L.R.E.M. Moorehead. Regular and intending competitors on the Dryad course are assured that arrangements have been made to exclude enthusiastic farm stock from joining in the last half-mile.

Dryad's Rugby XV led by Lt.Cdr. Jungius and Lt. Stobbs fought their way through the season with conspicuous success and had reasonable hopes of winning the Command Rugby Championship. Though H.M.S. Siskin shattered their hopes with a 27-5 victory, Dryad played well in a fast game thoroughly enjoyed by the spectators.

Births may be an everyday event but they are news at Dryad. The pig farm celebrated its third anniversary with a litter of nineteen; the first Gosling is doing its best to look important; and "Spot," our canine first lady, contributed eight puppies.

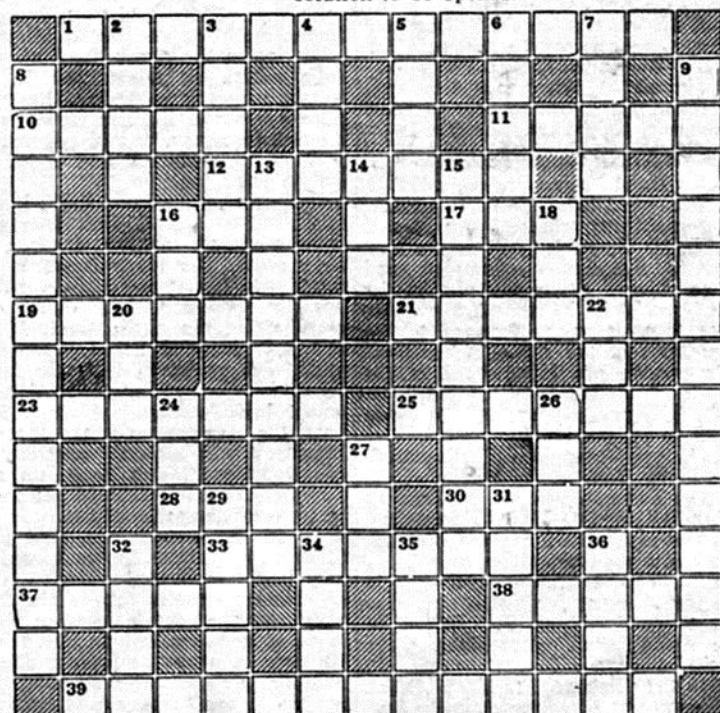
Navy News Crossword—No. 10

A prize of one guinea will be given for the first correct solution to be opened on May 21

The winner of the April issue Crossword was:

Electrical Artificer A. J. King, Flat II, Beach Tower, 11 St. Helen's Parade, Southsea, Hants,

to whom the prize of one guinea has been sent for the first correct solution to be opened.



CLUES ACROSS

1. Gangs tore coin (anag.) (13).
10. Arterial road? (5).
11. Not moving yet (5).
12. The bound can be made less ill (7).
16. Reputable stuff (3).
17. From 18 is thus (3).
19. Noise in the beginning of a kind of play is the dealers business (7).
21. Birdie, slide on the mountain (7).
23. What blank cheque is (7).
25. Linet (7).
28. Prophet (3).
30. Often given to wise sayings (3).
33. He who puts this on does not need to do this (7).
37. Straight leader? (5).
38. Tending to talk it lying down? (5).
39. Remedy for D.T.? (4, 5, 4).

CLUES DOWN

2. Often found in a damaged sabot (4).
4. Pre-prandial lady (5).
4. High cleric with a handicap? (4).

5. A Chancellor? (4).
6. Playwright (5).
7. One kind of this should not be hampered (4).
8. Often the contents of a joke, proverbially (1, 4, 4).
9. Like the back studs of a soccer player? (3, 4, 2, 4).
13. A lucky thing to pick, they say (2, 1, 3, 3).
14. A great bird (3).
15. Not worked by a quay (9).
16. Freed from bridge fiends (3).
18. The last word in screen productions? (3).
20. Afore 18 (3).
21. Colour often affecting debtors (3).
24. Regret being mixed up in failure (3).
26. A singular 2 (3).
27. Wood of speedboats (3).
29. Over-bright (5).
31. Jelly (5).
32. Voice (4).
34. Of a famous voice (4).
35. Alternative to a snif? (4).
36. Do or die? Live on (4).

SPORTS PAGE

BOXING

Honours for Portsmouth

PORTSMOUTH COMMAND boxers won four of the R.N. boxing titles which were contested in the Inter-Command Boxing Championships held on March 29 and 30.

In addition, the Command provided two runners-up.

The final positions were:—

Portsmouth	29 points
Nore	20 "
Plymouth	18 "
Air	13 "
Home Fleet	8 "

Three of the new title holders were from H.M.S. Collingwood—E.M. T. Tyrrell followed up his success in the Command championships by gaining a narrow points verdict over L.Sea. Hill in the feather weight final; E.A. App. K. Ronaldson, last year's flyweight champion, moved up into the bantam class, and won the title with a points win over Stores P.O. Bennett, also of Portsmouth Command, whilst E.A. App. B. A. Pryke showed more aggression than his opponent O.Sea. Chance (Nore) to win the flyweight title on points.

O.Tel. W. Hone, captain of Portsmouth Command's team, scored one of the two victories within the distance. He brought his hard hitting bout with A.B. Grace (Nore) to an end, in the second round, and thus became Navy light-heavyweight champion.

App. P. Loughlin (Portsmouth) started well enough against the holder of the light-middleweight title, L.E.M. Fairbrother, but his inexperience was demonstrated by the right hook which finished the bout in the first round.

The sixth Portsmouth finalist, A.B. J. Redfern was outboxed and outpointed by L.Sea. James (Plymouth).

The welterweight title holder, L.R.E.M. Mills (Air), was this year boxing as a light-welter and won this title on points from M.E.I. Ratcliffe of the Home Fleet on points.

The new lightweight champion is O.Tel. Jackson (Nore) who defeated Stwd. Redman (Nore) on points. The boxers were congratulated for their spirited contest.

Tel. J. Beddall (Home Fleet) beat A.B. Gleeson (Plymouth) on points for the welterweight title and Mne. Sanders became middleweight title holder when he beat L.Sea. Jones (Plymouth) also on points.

The Cup was presented by the Commander-in-Chief, Admiral Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.

There was a record post-war entry of over 80 boxers, which included three from the Home Fleet. These had been sent home in H.M.S. Scorpion; all of them did well, it will be a great day when the Home Fleet can arrive in their home Ports before these championships.

All the winners, except Beddall and Pryke, were selected to represent the Royal Navy in the I.S.B.A. Championships to be held this year at Aldershot. Gleeson will substitute for Beddall and any flyweight will be entered.

I.S.B.A. Championships

The Royal Navy were successful in gaining two titles in the I.S.B.A. Championships held on April 20 and 21. L.R.E.M. Mills (Air) is the new Services light-welter champion and L.Sea. James (Plymouth) holds the same position in the heavyweight class. Both now go forward to the semi-finals of the A.B.A. Championships which are being held at the Empire Pool, Wembley, on April 29.

Other representatives of the Navy faced as follows:—

E.A. App. Ronaldson (Collingwood) lost in the final of the bantamweight to Pte. Dormer, who, in addition to being the reigning I.S.B.A. champion, has also represented England. Ronaldson has a most promising future.

E.M. Tyrrell (Collingwood) lost in the semi-final of the featherweight to the eventual holder, Pte. Devlin of the Army. With more training, he could have won.

In the lightweight class O.Tel. Jackson (Nore) was beaten in the final by Pte. Whelan (Army), the reigning I.S.B.A. and A.B.A. champion, who also has represented Great Britain on numerous occasions. Jackson fought magnificently.

A.B. Gleeson (Plymouth) met the holder, Pte. Gargano (Army), in the semi-final of the welterweight and lost on points. Gargano in addition to being the I.S.B.A. and A.B.A. champion, has boxed for England on various occasions.

E.M. Fairbrother (Air) was beaten in the semi-final by L.A.C. Cook (R.A.F.), who himself lost in the final to Pte. Francis (Army).

Mne. Saunders (Plymouth) was

beaten in the final by the Army representative, Tpt. Aldridge.

Tel. Hone (Portsmouth), in the light-heavyweight class, lost his fight in the semi-finals to the eventual winner, Pte. Sangoe (Army).

The final placings in the team competition were:—

Army	28 points
Navy	16 "
R.A.F.	15 "

FENCING

R.N. Fencing Championships, 1955

THE ABOVE championships (Phase II of the Royal Tournament) which were held in R.N. Barracks, Portsmouth on April 4 and in the R.N. School of P.T. on April 18 and 19, resulted as follows:—

Foil

1st.—Lieut.-Cdr. R. A. St. C. Sproul-Bolton, O.B.E., H.M.S. Pembroke.
2nd.—Sub-Lieut. P. M. Stevenson, H.M.S. Thunderer.
3rd.—Mid. R. S. Clarke, H.M.S. Savage.

Epee

1st.—Lieut. J. T. Spafford, R.A.F., Station Valley.
2nd.—Lieut.-Cdr. D. G. Titford, H.M.S. Thunderer.
3rd.—Lieut. F. Creagh-Osborne, H.M.S. Goldcrest.

Sabre

1st.—Mid. R. S. Clarke, H.M.S. Savage.
2nd.—Lieut. H. A. Winckles, R.N. School of P.T.
3rd.—P.O. R. N. Tedder, H.M.S. Siskin.

Bayonet

1st.—P.O. R. N. Tedder, H.M.S. Siskin.
2nd.—Lieut.-Cdr. K. R. M. Sandford, H.M.S. Caledonia.
3rd.—P.O. C. E. Houghton, H.M.S. Pembroke.
P.O. Tedder was the R.N. Champion at Arms.

HOCKEY

ROYAL NAVY HOCKEY REVIVAL

IT IS twenty-seven years since the Navy last won the Inter-Services Hockey Tournament. This year they shared it in a most remarkable revival; indeed, had fortune been a little kinder after all these years, they would have won it outright.

All depended on the result of the match versus the Army at Aldershot on Wednesday, April 6. The Navy had drawn with the R.A.F. 5—5, and the Army had done likewise 2—2. As always, the opposition on paper was formidable enough to daunt the most optimistic; Olympic players, Internationals, final trialists, Blues; all were appearing in the Army XI. Such was their wealth of talent that R. O. Norris, who was an Oxford Blue for three years and led our forwards in the last Olympics, was played out of position at inside left and ended up on the left wing.

And now of the game itself. It was delightful to watch, fast, true and nothing spared, but the standard always good. The Navy forwards for many years have failed; this year they were a revelation, fast, direct and a danger in the circle. Capt. Eagan and Sgt. Bedford saved the Army again and again; in fact, the latter should have been promoted to General on the field! And yet, just before half-time, the Army went ahead through Norris—it was his only contribution of importance. Ding dong, up and down, each goal threatened and saved in turn by fantastic efforts, was the story of the second half. And then Chief Petty Officer Brown scored, a very pretty goal well executed. One all—twenty minutes to go. The final whistle went as the Navy were about to shoot from a penalty corner. It was all over—a very fair result. Disappointing perhaps after so long, but heartening too to have held both the Army and R.A.F. within a fortnight. It would be invidious to pick out individuals; it was a real team effort. Alas, four only will be available next year, to face practically unchanged teams from the other Services.

Team.—Snr. Cd.Gnr. Sproston (R.N.B. Chatham); Lt.Cdr. Midgley (R.N.A.S. Yeovilton); Cdr. Rapard (H.M.S. Vernon); Lt. Malhotra (H.M.S. Excellent); Inst.Lt. Wilcox (R.N.A.S. Lee); Sub.Lt. Durden-Smith (H.M.S. Dryad); Mid. Eager (J.S.S.L.); A.A.2. Brown (R.N.A.S. Gosport); Lt. Idiens (H.M.S. Ganges); O.Sea. Foster (H.M.S. Ocean); Lt.Cdr. Cradogh-Hartop (R.N.C. Greenwich).

Navy Cup Knock-Out Competition

RESERVE FLEET, Plymouth, became the first winners of the new Royal Navy Hockey Association Knock-Out Competition, when they beat H.M.S. Siskin at the Royal Marines' ground, Eastney, on March 25 by 3 goals to 2.

Siskin were twice in the lead and went near to bringing the trophy to Portsmouth, but the Reserve Fleet pressed hard late in the game for their winning goal.

There was an exciting moment early in the game when the Plymouth team were awarded a penalty bully, but Siskin managed to clear the ball out of their circle.

Shortly afterwards, Siskin took the lead, when A.A.2. Brown, the Navy inner, netted. The outstanding forward in the Reserve Fleet team, Lieut. Brewster, equalised with a good shot.

Before the interval, Siskin went ahead again, when A.A.2. Berry scored.

Brown was the greatest danger to the Plymouth team, but in the second half he was exceptionally well marked and unable to break through.

Reserve Fleet continued to attack for long periods, and eventually scored two more goals, through P.O. Verrall and Yeoman Flitt.

The cup was presented by Major-General J. L. Moulton, D.S.O., O.B.E., R.M., who congratulated the winners and Capt. J. R. Gower, D.S.C., R.N., who had organised the competition, in which thirty-four teams had participated.

U.S. Hockey Results 1954-55

	P.	W.	D.	L.	F.	A.
1st XI	25	13	5	7	70	65
2nd XI	21	16	2	3	81	45

SOCCER

Inter-Command Cup Final

PORTSMOUTH COMMAND'S 3—1 victory over Plymouth, in the Royal Navy Inter-Command Soccer final at Fratton Park on March 30, was mainly the result of complete understanding in the forward line and a fine individual display by P.O. Coates, at wing half.

A goal down (scored by Trace), just after the second half had started stung the Portsmouth forwards into action and the number of raids which Woolley led on the Plymouth goal just had to produce goals.

After sixty minutes Woolley headed home a ball, which had rebounded off the crossbar, and seven minutes later, Stevens gave Portsmouth the lead with a magnificent shot.

Plymouth's defence, which was so firm in the opening half, seemed to crack wide open, and fifteen minutes from time Stevens tapped home the ball, which the full back should have intercepted, when it was passed from the right wing.

Erratic shooting by the Plymouth forwards was prevalent throughout the game. Their approach work was excellent—with Trace outstanding—but even when five yards from goal, their forwards were unable to score.

Plymouth's only goal followed a goalmouth mêlée, in which the ball twice struck the woodwork before Trace eventually kicked it into the net from almost off the line.

PORTSMOUTH.—P.O. Durrant (R.N.P. T. School); Sig. Campbell (H.M.S. Redpole); Inst.-Lieut. Tordoff (H.M.S. Vernon); P.O. Coates (Victoria Barracks); E. A. App. Keid (H.M.S. Collingwood); Spt. Brown (Reserve Fleet); A.B. Crick (H.M.S. Vernon); O.A. Weekes (H.M.S. Excellent); R.E.M. Woolley (H.M.S. Vernon); A.B. Stevens (H.M.S. Excellent); A.B. Hutchinson (H.M.S. Hornet).

PLYMOUTH.—Mne. Gilliams (Stonehouse); Mne. Davies (Lymington); A.B. Marshall (H.M.S. Defiance); Mne. Longman (42 Commando); Col. Sgt. Russell (R.N.C. Dartmouth); Spt. Lorensen (H.M.S. Berry Head); R.E.A. Powell (R.N. Barracks); Spt. Trace (R.N. Barracks); L.Sea. Glasgow (R.N. Barracks); O.A. Dobson (H.M.S. Berry Head); A.B. Williams (H.M.S. Rame Head).

Home Fleet Association Football

In the premier match of the week, held on Saturday, March 19, the Home Fleet was beaten by the Mediterranean Fleet by 3 goals to nil. The game was certainly not one sided; had the Home Fleet team finished off their promising and persistent attacks with more shots at the goal the score might have more closely reflected the keen tussle mid-field.

The Home Fleet made a great effort throughout, but most of the moves broke down in the penalty area simply because the forwards would not shoot; instead they tried trick methods of beating the defence giving the Med. Fleet backs ample time to cover and clear.

The King George V Jubilee Trophy

was presented to the winning team by the Commander-in-Chief, Home Fleet.

MEDITERRANEAN FLEET.—M. (E) Eastwood; P.O. Ck. McCauley, E.A. Wyatt (Capt.); Sig. Ferguson, L./Sea. Hulme, P.O. Tel. Thompson; A.B. Duncan, O.A. King, L./M. (E) Sanderson, L./Sea. Howse, Yeo, Sig. Woodall.

HOME FLEET.—Mne. Hosmer; L.S.A. Hawes, A.B. Blair; A.B. Anderson (Capt.), A.B. Topliss, P.O. El. Morris; Ck. Blair, L.R.E.M. Osborne, M. (E) Fairbrother, P.O. Barnes, P.O. Stewart.

RUGBY

UNITED SERVICES RUGBY

WHEN THE United Services held powerful Northampton to a draw at the Officers' Ground last September, few supporters could have anticipated the dismal sequence of defeats which was to follow. No one who was at that match, or at the Rectory Field the previous week when Services opened the season against London Irish, would have suspected that the Club was beginning its worst post-war season.

Yet now, with the 1954/55 season over, we find that United Services have lost twenty of the twenty nine matches they have played, and of the eight victories during the season, only two or three were against first class opposition.

Anyone who watched the Services this season, or even read of their failures, may well ask "Is Services—and Navy—Rugby on the decline?"

The answer to that was to be found in the Inter-Service tournament at Twickenham, where the standard of football was as good as ever—and the Navy (with half a dozen U.S. players) were able to beat the Army and hold the R.A.F. to three points. There is no lack of good players in the Navy and Portsmouth United Services had no shortage either. The reason for failures goes rather deeper than a mere summary of resources. No fewer than fifty eight players appeared in the 1st XV during the season and probably 75 per cent. of them were potential "regulars."

The blame for this does not rest entirely on the Club Committee (who are the Selectors too). The organisation of the modern Navy makes "Rugby appointments" almost impossible, while it seems that the top level

encouragement for the game is not what it was. However good the intentions of every member, no Committee of more than four or five can possibly select Rugby teams with concord. That lesson has been learnt by many first class clubs.

The best fifteen of the fifty eight players who appeared during the season would have been a formidable combination in any company. But that situation was never likely to occur. R.M.P. Carne, the best Rugby prospect produced by the Navy for several seasons, played only five games, but scored three tries and was one of the Club's leading try scorers. A.R. Valentine, the Club's only international, played in fourteen of the twenty nine games, and scored more tries than any other player—six.

Yet one bright aspect of the season's facts and figures is that of the 36 tries scored, 22 were converted—a very high percentage. The Club's opponents during the season scored 76 tries, but converted only 36 of them. Of the Service's conversions, F. N. Fenner landed 13, and with the addition of five penalty goals and two dropped goals, became the leading scorer with 47 points. Second, with 37 points, was G. F. Stride, who contributed 3 tries, 5 penalty goals, 5 conversions and a dropped goal—a fine achievement for a second row forward.

The other scoring contributions came from—D. G. Sanders, 20 points (1 try, 5 penalty goals, 1 conversion); A. R. Valentine, 18 points (6 tries); A. S. Bate, 12 points (4 tries); G. A. F. Hichens, R. M. P. Carne, J. M. L. Dook, 9 points each (3 tries); K. A. Leppard, B. G. Puttock, 6 points each (2 tries); H. P. Jones, 4 points (2 conversions); I. Jones, J. R. Stephenson, M. C. Russling, D. J. Hayter, A. T. B. Rooke, C. Hallett, A. Forman, A. V. Anderson, T. M. Trelore, 3 points each (1 try) and M. D. M. Sellar, 2 points (1 conversion).

The club record was—Won 8, Drawn 1, Lost 20, Points for 206, against 369, United Services points were made up of 36 tries, 22 conversions, 15 penalty goals and 3 dropped goals. The points against were comprised of 76 tries, 36 conversions, 20 penalty goals and 3 dropped goals.

Victories were recorded against South Hampshire, Devonport Services, Royal Marines Corps, R.N.C. Greenwich, Old Cranleighans (Home), and U.S. Chatham, Saracens and St. Thomas's Hospital (Away).

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in the Service
the more one appreciates

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QTR. BOTTLE 9/2 MINIATURE 3/7
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